

OFFICE CHIEF OF STAFF

WAR DEPARTMENT

2048-6

WAR DEPARTMENT

MAJOR C. H. MASON

REC'D M.I. B. O. C. S. MAR 27 1918  
SUBJECT Report on International Items--Argentina.

From R.O.

No. 1056 Date February 25, 1918

Replying to No. Date, 19

During the recent discussion in the Argentine Congress relative to the Budget for 1918, the matter arose as to whether there should be any appropriation for the maintenance of an Argentine Legation in Berlin. The pro-allied party were in favor of no appropriation for the above, hoping in this way to cease diplomatic relations with Germany. There is given herewith a translation from La Prensa, Buenos Aires, dated 25th of January, 1918, of the remarks made in the Chamber of Deputies by Dr. Pueyrredón, Minister of Foreign Relations as to this government's reasons for maintaining a Legation in Germany, and also the reply of Deputy Arce, Chairman of the Argentine Appropriations Committee. Dr. Pueyrredón's remarks (January 24th, 1918) were as follows: "I do not intend to make a long explanation, nor do I wish that my silence should be interpreted as the assent of the Executive Power in this affair. To me the suggestion seems rather strange. It is public that the Argentine Republic maintains its international relations with Germany. Hence it is not conceivable that part of any of the branches of the public powers should propose the suppression of the legation which is the external manifestation of these relations.

At one time Congress gave its vote proposing the rupture of relations. This vote, considerable though it was, gave only the impression of the Argentine Congress, and naturally had only a certain reach, that is, it showed a certain choice, but it could never impose on the Executive Power standards or procedures in the handling of Foreign Affairs, which, according to the Constitution, are under its exclusive care. The Executive Power understood it thus, and respecting, as I said the opinion of the Argentine Congress, adjusted its conduct to what it understood to be its duty.

Consequently if today Congress should vote the suppression of that Legation, that abstract vote with its ideal value only, would be translated into a definite action which it has no authority to take, and which would simply create difficulties for the Executive Power in the management of relations, which as I said are of its exclusive incumbency.

I think, therefore, that the Honorable Chamber should meditate before taking this step, it should see that this is not within its province, and if I may be permitted to say so, I would add that it is even divorced from the vote which the Chamber made, for it would translate a thought, an aspiration as expressed by the Chamber, into a small act, an item in the Budget, which in my opinion, is not applicable in this case.

Therefore, I ask that on this appropriation being voted these observations may be taken into account, and that the legation in Germany be maintained.

Nothing more. " Señor Arce: " I regret very much to have to bother the Honorable Chamber with a few brief words a propos of those just spoken

the Minister of Foreign Affairs.

I shall only refer to one of the points considered by the Minister in his speech. The Executive Power has not the exclusive handling of foreign affairs nor is it possible to accept that a representative of the Executive Power shall say that the Chamber has no powers to suppress what it may believe should be suppressed in the Budget.

I shall not enter into further details to prove my statement, as these facts are elementary in matters of public rights, and especially since a representative regimen reigns in the world."

On the vote being taken in the Chamber the result was affirmative with reference to the maintenance of a legation in Germany.

With reference to the letters exchanged between Mr. Roy W. Howard, President of the United Press Association and the President of the United States, "La Nacion" on January 30th published the following article:

"The object of Mr. Howard's visit to this continent has been clearly defined in his letter: to renew his relationship with several statesmen of the South American Republics, and also with representative men of the Press in these countries.

President Wilson's letter to Mr. Howard is a message of friendship sent through a friend to the Latin peoples of the South. Mr. Wilson mentions in it once more the cooperation obtained from South America by the United States when they entered the great crusade for the democracy and liberty of the world outlined in a programme of justice. What the United States has wished--says their illustrious President---is to uniform the opinion of the world and of America to carry out this ideal. We pursue war as a calamity and as a crime and in undertaking the immense responsibilities of a huge military effort to put an end to war once and forever, the American Union could not pretend that other peoples, pacifists and weak, should materially throw themselves into a war, the consequences of which they could not foresee.

President Wilson adds that everywhere people begin to see the real intentions and character of his country respecting international relations, and that the American Union means no danger or threat of any kind, in any case, for the integrity and independence of any nation or state. There is no possible misinterpretation when the declaration of the programme of action of the United States has been clearly understood. A country which risks the life of its citizens and their fortune to combat audacious imperialism stating that it does not desire as a prize for its heroism one inch of ground or one grain of gold, cannot be suspected of harboring any thoughts of future conquests, and least of all at the expense of civilized and free peoples.

What Mr. Wilson says to Mr. Howard in his letter to him carries the weight of his immense personal authority and officially transmits to the Republics of South America the action and spirit guiding the United States throughout the period of its recent history. All this makes the trip of the President of the United Press especially pleasing to us, and gives it an international-political character."

The following article was published by "El Mercurio" Santiago Chile with reference to President Wilson's letter to Mr. Howard:

"In history this letter will figure among the most important documents which have been written in this great crisis from which a new world will come. The principles of right sustained by the President of the United States in the midst of this wreckage of rights, of principles, of all formulas of human organization, carried him, the pacifist by personal conviction and as the representative of his people, into the war in Europe.



[See Letters of Instructions to Military Attachés.]

Copies to Capt. Dulles  
and ~~EXTRA~~ Raymond Pearl, (Dr).

Number of copies...  
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OFFICE CHIEF OF STAFF  
Executive Division  
1. Sub. Branch.

APR 23 1918  
2048-8

WAR DEPARTMENT

MAJOR C. H. MASON

RECEIVED BY OFFICE OF THE CHIEF OF STAFF 18 1918

**SUBJECT** Report on wheat situation in Argentina in relation  
to our Allies.

**From** R.C.

**No.** 1069 **Date** March 18, 1918

**Replying to No.** **Date** 19

In response to cablegram W.C.D. No. 27, the following data on the wheat situation in the Argentine Republic in relation to our Allies, is submitted.

The exportable wheat surplus in the Argentine for the year 1918 is three million tons. From the best authorities available here, I am informed that the present exportable surplus includes some wheat carried over from 1916 and 1917 probably 150,000 tons. This amount may be far less owing to the very poor crop of last year which suffered great damage from locusts. As to the 500,000 tons of Argentine wheat which have been purchased by the Germans, the greater part of this is stored at the ports and quite a quantity is at Rosario on the Paraná River. This wheat was acquired by the Germans mainly by advancing sums to growers, securing options on the crops, and also using as cloaks firms with Spanish and neutral names who figured as principals backed up by German money. The Germans have handled much of their wheat purchases here through the firm of Bunge Born & Co. and the free trading concerns such as the Mercantile Argentina not connected with the Allies.

These firms have purchased and also warranted large quantities of wheat probably with a view to sell to Spain, Holland, etc. One method in the German purchases has been the payment in advance of 40% for the refusal for purchase at a certain date. It is also believed that should any future interruption in the railroads prevent the transportation to the seaboard of all the wheat destined for the Allies, that the Germans here will then offer their wheat for sale to the Allies at their own (German) price, with the hope that the Allies will nevertheless buy it under the exigency of war necessity. The Germans have been buying this year's wheat only.

The market price of wheat is not usually higher than that fixed in the agreement with France and England.

The amount of "cereal" destined for the Allies which has been purchased up to date cannot be ascertained with accuracy prior to the close of this mail. As to amount purchased by other countries this is difficult to state as there are now no figures on which to work. The Ambassador of Spain and the Minister of Brazil have negotiated with this Government for shipments of wheat to their respective countries. The amounts purchased by them is difficult to state as I am authoritatively informed that Brazil and Spain are inquiring constantly for a supply and Spain only placing a portion of the wheat for which it inquires.

Roughly speaking to date, nearly one half of the exportable wheat surplus is already at the seaboard and much of the remainder is in movement.

Mr. Herbert Gibson, Commissioner in Argentina of the Royal (British) Commission on Wheat Supply, informs me that the movement of the wheat for the Allies is now "ahead of schedule" and that he feels cheerful as to the conclusion in proper time. As to

Binding Margin.

the uncertainties of railroad transportation in this republic, the Department is fully informed through my cabled and written reports. It is believed that the means (through propaganda) of preventing the last threatened general strike (see my cable #41) will still be effective in case of similar trouble in the future.

**CONFIDENTIAL**

Section: A-8

No. 323

TO: STATE  
OPERATIONS  
M.I.B.

Source: Reliable

Subject: Opinion of Local Germans Regarding the Present War.

NAVY DEPARTMENT  
OFFICE OF NAVAL INTELLIGENCE  
WASHINGTON (Date:)

OFFICE CHIEF OF STAFF  
Executive Division  
MR. Int. Branch.  
NLRE:AM  
2048-9  
April 24, 1918. 861

WAR DEPARTMENT

MAJOR C. H. MASON

CAPT. W. J. MASON

LIEUT. ELSER

LIEUT. ELSER

The following report, dated March 1st, 1918, has been received at this office from a reliable source in the Argentine:

"There are in general three groups of opinion in the local German colony: They are:

- (1) The 'Indifferents', the largest body.
- (2) The strict conservatives.
- (3) The liberals (in the purely German sense).

Groups 2 and 3 are recruited largely from the officials, from employees of the larger business houses and from the members of the more or less official societies. Here belong the 'intellectuals' and some educated Germans who arrived here shortly before the War and who have seen military service at home. The above especially in reference to Group 2. To Group 3 belong the mass of small tradespeople, workmen, minor employees, and a small number of industrialists and 'intellectuals'. Group 3, therefore, would seem to be of the people who were not at the top in Germany and who think. Both 2 and 3 are active patriots, as against Group 1.

The Deutsche Volksbund is working to gain and convert Group 1, who are people of changing opinion. There is no organization of influence in the liberal camp, the only voice of that attitude being the newspaper 'Argentinisches Tageblatt'. The defect which handicaps this paper is its anti-religious attitude, which alienates many liberals from its support.

The lack of liberal propaganda among Germans abroad is explained by the official party who say: In Germany a man may have liberal views, but abroad he should be an extreme patriot and support unconditionally his home Government. First, to give the enemy no opening, and second to prevent himself from absorbing liberal and un-German points of view from the milieu in which he lives. This party fears that the Germans abroad may lose his native Kultur and become denationalized.

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CONFIDENTIAL

#2

unless he keeps his patriotism and support of his home government at white heat.

"This brings us to another division of the colony, to wit, the ardent patriot and the indifferent one, in which the foregoing classification is somewhat obliterated.

"The creed of the extreme patriot is that everything which the German Government does is ipso facto right. The defect of this is that, as the German colonies in foreign countries have not really authentic news of what the home government is doing, they are defending not what the Government is doing in these war times, but what they think it is or should be doing, according to the old Prussian slogan of Might Makes Right. For instance, when a cable announced that the German Government had treated with the Social Democrats, these local patriots, while discounting the facts as being exaggerated by the Allies, were nevertheless alarmed. Again, being strong annexationists, they considered what their home leaders said about not keeping conquered territory as amounting to treason, claiming that in such event Germans abroad in neutral States would lose all prestige they ever had.

"As regards the outcome of the War, the local colony thinks as follows: If Germany wins a complete victory, we will not need to return, for our position abroad will be magnificent, but if Germany should lose, we plan to return as soon as possible, for our shame will be too great to bear and we will no longer have any standing here. Even the liberals unite in this.

"The local liberals believe that 'Prussianism' should be abolished, and that there should be more parliamentary responsibility, less bureaucracy, less militarism, etc. They defend militarism at present, however, limiting themselves to saying it should be used for defensive purposes only. The local liberals admit that for years past their General Staff had planned that invasion; and that the documents said to have been found by their Government in Belgium in a violation of its own neutrality by the present Allied Powers, are no proof or are not genuine. They excuse all that was done on the ground of ultimate self-defence.

"It will be observed, therefore, that the divergence in opinion between local conservatives and liberals is almost purely on domestic (German) questions. As regards the War, they practically coincide. As regards winning it there is some difference, in that the Liberals think Germany should declare the war to have been defensive purely and rest content with that, whereas the conservatives are for annexation. But again both agree that no single bit of ante-bellum German territory

should be rendered, not even Alsace-Lorraine nor German Poland nor the colonies. The Liberals think it would be splendid for Germany to declare for peace on the status quo ante basts. The Conservatives want more than that.

"As concerns the present German Government, the local liberals are far from against the Kaiser. They hold him in high esteem. But they favour the alterations already mentioned. They are far from anti-monarchical.

"The divergence of opinion between the conservatives and liberals over the treatment which Germany should accord her subjects living in foreign countries is interesting. The Liberals claim that the present German diplomatic and consular representation is for the benefit of large commercial interests only, that the smaller fry receive no consideration. They want fewer 'counts' and more practical business men, declaring that Counts like Luxburg pay attention to a handful of highly placed persons only, such as bank directors and very large commercial houses; and never even receive Germans of less consequence. The consuls, they say, must stop considering themselves officials who can lay down the law to anyone who comes to ask advice or help, but as employees who are paid to render that service. They are bitter over the treatment, which they term scandalous, these representatives meted out to the many Germans who at the outbreak of the war came to Buenos Aires to get home to serve in the army or navy; and that they treated those men who had given up good work for patriotic motives as mere vagabonds who did not want to work. The German consular representatives, they claim, have never tried to help the ordinary German in the way the British consuls have assisted their people.

"The 'Indifferents' which as already stated is the largest group of Germans here, consider their patriotic duty done when they have joined one of the large German societies and when they have subscribed to a German newspaper. This mass might be won to a new liberalism by propaganda, but such work has never been undertaken yet. This nobody does not justify either the violation of Belgium nor the annexation programme; but in case of a German victory, they would be the first to shout in joy, and that in spite of the fact that many of them (for selfish financial motives) pass themselves as being 'Swiss' or 'disinterested'. Prophecy is always doubtful, but a few points of view may be here considered.

"Should Germany win a complete victory, then the patriotism of local Germans will be unbearable. Their arrogance and pride will be unspeakable. One of the first things they will do -- and this is not mere idle talk, but a firm determination



of theirs --will be to inaugurate 'Black Lists' of their own, and start a commercial war beyond any Allied reckoning.

"In case of a partial victory, German feelings will naturally be more moderate, and there might be hope of a growth of liberalism.

"If Germany loses, the first event will be an exodus of many Germans and the naturalization in this country of many thousands. Those who cannot become naturalized will claim to be Swiss or Scandinavian, etc. Even at present the great fear the local colony has of a commercial war of the Allies is quite apparent. It is because of this fear that so many support the War to the last extremity. In case Germany be defeated, the exodus above mentioned will take place not only from this country but also from Brazil. The greater the influence of the Allied cause in any given country, the greater will be the German exodus; in Ibero-America there will be an exodus from the pro-Ally states to those where the Allies have the least sympathy, such as Mexico, Venezuela, Paraguay.

"At this date it is worth noting that there are few if any local Germans who doubt the final victory of their cause. Until the recent Russian debacle there was some anxiety, since then there is nothing but confidence.

"The sentiments of local Germans over the part taken by the United States next merits attention. Through their press they hold American intervention in the War to be the greatest kind of 'bluff'. This word 'bluff' is heard in nearly every conversation on the subject. The Germans believe that the United States will not, for one thing, risk its fleet; that tonnage for transportation of troops is lacking; that troops will not, in any quantity, be sent to Europe; that the pinch of food shortage is already being felt in North America. Finally, the local colony still clings firmly to the illusion that the United States above all fears Japan, fears her far more than it fears Germany. They believe that the United States entered the war to save its credits and investments; but that it will not risk much in the actual fight, because it wants to be strong, and in case of an Allied defeat, stronger than Great Britain. Recently telegrams have been published saying that the United States was not politically one of the Allies, but merely a member of the fighting-squad. The fact that on several occasions the United States has not taken part in Allied councils is taken by local Germans to mean that the United States does not intend to busy itself too much with the Allies' fate, and that it will be the first power to forget the Entente when the hour comes, in its judgment, to make a separate peace with Germany, and this in order to take advantage of a German peace over the conquered Allied cause."

Number of copies..... 2

Copy No.....

204811

WAR DEPARTMENT

MAJOR C. H. MASON

**SUBJECT** Demonstration in Buenos Aires on Anniversary of  
Entrance of the United States into the War.

From R.C.

CAPT. FLEMING

LIEUT. CLARK

Noted W. H. T.

No. 1106 Date April 12 1918

Replying to No. Date 19

The following is the newspaper report of an assembly which took place on the evening of April 11th at Buenos Aires in honor of the anniversary of the entrance of the United States into the War.

"A large and enthusiastic popular assembly was present last night at Prince George's Hall on the occasion of the demonstration prepared to celebrate the entry of the United States into the war.

The hall was brilliantly adorned with flags of all the Allied countries. There were so many people present that even standing room was unobtainable, and there were people in the halls, vestibules and outside rooms. On the rendering of the anthems of the Allied countries and Argentina there was great applause.

The demonstration commenced with a short speech by Señor D. S. Noceti, who spoke in the name of the organizing committee. He referred to the importance and significance which the greetings of Argentina would have for the great Nation of the North on the anniversary of its entrance into the war. His words were warmly applauded.

Later Dr. F. Barroetaveña spoke. The war has gradually extended he said, and almost all the world is now involved in it. Referring to the historical significance and future consequences of the war, he pointed out the two opposite and clearly defined positions taken by humanity today. On the one side there are the Empires criminally responsible for the hecatomb, and on the other, the nations inspired by a spirit of right and justice. He spoke eloquently on this subject, and stated that the Argentine Republic should define its attitude, as it is impossible for it to ignore matters which interest all the nations of the world, and the principles on which Argentine nationality is based. He said that Argentina on account of the elementary reason of democracy, for patriotic convenience, and its position on the continent is absolutely compelled to place itself on the side of the Allies and especially beside the United States.

Referring to the attitude of the Executive Power he called it ambiguous and incomprehensible, and he believed that the E. Power's contradictory demonstrations in favor of and against the Allies are simply to maintain an impossible neutrality. To demonstrate this he recalled the series of German atrocities and their policy in connection with these. He considered that in view of the total disagreement between the Government's policy and popular opinion, the latter has a right to demand an explanation.

Later he spoke of the attitude of the United States. He recalled all that the U. S. did before entering the war, to rescue the remains of law and justice wrecked in Belgium, he spoke of the impression caused on Government and people by German crimes, Germany's total disregard for the elementary principles of right, submarine outrages, and the sinking of the Lusitania.

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He mentioned the evolution of the policy of the leading men of the United States and also of popular opinion. In view of Germany's actions, her tortuous politics and false promises the United States nobly declared war in defense of the fundamental principles of civilization.

After describing the magnitude of the effort made by the United States, in order to definitely vanquish Germany, he spoke eloquently of President Wilson and his international policy.

He ended by saying that the first anniversary of the entrance of the United States into the war should be greeted with profound emotion and respect. Dr. Barroetaveña's speech was interrupted continually by enthusiastic applause.

Dr. Alfredo L. Palacios then spoke. His speech was very brilliant and provoked emotion from the beginning. He mentioned the tragedy of the present situation, when the Prussian Armies are making tremendous efforts to divide the Anglo-French Army which is struggling for the liberty of the world. He stated that no people should remain as inert spectators of this gigantic duel in which the destinies of humanity are being decided. He recalled the words of the great Italian statesman, Bissolatti, who said that the war is a struggle between two opposed principles, and that when justice triumphs, the people who have kept aloof from the common suffering will have no right to participate in the results of the others' efforts, and take advantage of the sacrifices of the people who have fought for humanity.

There he pointed out the absolute necessity for the Argentine Republic not only to break off relations but to go to war.

After dwelling on the situation in which the Governmental policy of neutrality has placed the country, he spoke in the highest possible terms of the attitude of the United States, which will have the decisive role when a settlement of the destinies of nations takes place.

He terminated with a brilliant evocation of the armies of the United States, disinterested and idealistic, crossing the ocean to reach France.

Tremendous applause greeted the orator on ending his speech.

Dr. Antonio F. Piñero was the last speaker. He made a clever and ironical study of Prussianism and was interrupted every minute by the applause of the audience.

After the speeches the band played the Marseillaise midst enthusiastic demonstrations and "vivas" to the United States and the Allies.

The motion to send a telegram to President Wilson was unanimously passed and it was worded as follows:

'The Committee pro-homage to the United States on the occasion of the anniversary of its entrance into the war, and in the name of a huge assembly held in Buenos Aires, with the presence of the representatives of the Allied countries of Europe and both Americas, greet the great President Wilson, as the first citizen of the splendid republic of the North, whose decided action for right, justice and civilization have won for him the respect of the world.

The enthusiasm of those present was later demonstrated in the streets. A large number of the demonstrators went in a procession to the offices of the newspaper "Idea Nacional" and "La Nacion" where an improvised speech was made by D. Antonio Gaggiano.

The above report appeared in "La Nacion" and an equally eulogistic one was published in "La Prensa." The latter stated that seldom was there seen so enormous an assembly in a closed hall in this city. "

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MAY 204812

WAR DEPARTMENT

U. S. O. C. S. MAY 2 1918.  
SUBJECT GERMANISM in Argentina.

MAJOR C. E. MASON

MAY 13-1918

CAPT. FLEMING

LIEUT. BAKER  
MAY 13-1918

From R.C.

No. 1086 Date March 26 1918

Replying to No. Date 19

FROM U.S. NAVAL ATTACHÉ

Opinion in German circles regarding Naon's visit and the Neutrality of Argentina generally:

Although the mass of the colony do not speak more of Naon and his visit, and believe the crisis past, in certain circles great events are still expected.

These circles believe that for some reason or other, not known to them how connected with Naon's visit, President Irigoyen intends to break off relations with Germany unless a German victory or peace should cause him to desist. These people believe the present calm is merely one before the storm.

They believe that the Argentine Government possesses, through Naon, important documents and statements of Woodrow Wilson that will make a rupture with Germany easy. That this Government is awaiting the arrival of its Ambassador to Spain (Note: He arrived March 25) and at the same time is working to reach an understanding with Chile about this matter.

These Germans believe Wilson has promised to Argentina the hegemony of South America, thus giving it what Brazil hoped to acquire by entering the War; and that, for this price, Irigoyen is ready to make the break.

Be this as it may, in local official German circles it is not believed that Irigoyen's continued neutrality is to be counted upon much longer. The pressure on one side, the diplomatic blunders of Germany on the other---to wit, the extraordinary promises made---are such, that only a German victory (which of course is fully expected) or peace can prevent Argentina from entering on the side of the Allies. (As an example of the general anxiety reigning in German circles, see the "Call" (Auf-ruf) issued by the Deutscher Volksbund.

"LA UNION and loan from Spain": This paper claimed some time ago that Spanish bankers had made offer of a loan to Argentina, and that (according to rumour which could not be verified) Irigoyen himself revised the articles on that subject before they were printed.

A great deal of the foregoing may be, as it appears, fantastic; but it is given here because it shows how much or how little the Germans, even the chieftains, know of what is going on inside the Argentine Government. To those familiar with the facts, the above will serve as an interesting index of the Germans' true intimacy with the situation.

(Translation of Call issued by Deutscher Volksbund)

TO THE GERMANISM OF ARGENTINA, and ITS FRIENDS:

Although the magnificent successes of the Central Powers fill us with pride and joy, the situation of the German cause in Argentina is economically more difficult and threatening daily.

Although we enjoy, thanks to the far-seeing policy of President Irigoyen, the safety of a state of neutrality, every day we

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receive fresh proofs that this security is without effect, due to our enemies.

Every day we see more clearly that this war, criminally begun to destroy the renown of Germanism in the world, her power and her welfare, is being carried on by the most shameful of methods.

But this war is being directed not only against the German Empire and her Allies. Under the false mask of fighting for democracy, for liberty, for culture, the Allies, and chiefly Great Britain and the United States, are directing their poisonous weapons against every individual German and pro-German in foreign countries. Every last one of these, if possible, must be damaged or ruined.

Against these schemes, carried on by our enemies with ever-increasing inhuman ferocity, there remains for us in Argentina but one thing to do: every German or person who is with the German cause must unite as a barrier, against which the waves of envy, hate and destruction will dash themselves in vain.

For such purpose was founded the Deutscher Volksbund in Argentina. But too many still remain without its fold, either through ignorance, mistaken impression, or error of the real situation, many others because they expect from this society their own personal amelioration and therefore overlook the great fundamental ideals of the society, which are that all who think alike should unite for the common preservation and defense of German kultur.

Only by the union of everyone will there be safety. Only when the society consists of the strong union of all Germans and pro-Germans, without exception, will it be able to serve as defense and security for each individual.

Germans and pro-Germans, in cities and in the country: Men and Women: Join the Deutscher Volksbund! Work for it! Show that this difficult period of history has created in you the true spirit of nationality!

Yours,  
The Director of the Society.

(Note: This society is one of the channels through which the Junker or official German party is working to retain and increase its influence among the colony and its friends.)

[See Letters of Instructions to Military Attachés.]

MAJOR C. H. MASON

MAY 13 1918

RECEIVED MAY 2 1918

COPY MAY 1 1918

2048-15

WAR DEPARTMENT

RECEIVED MAY 8 1918

Noted, J. M. D.

SUBJECT Argentine League pro Return of Islas Malvinas (Falk-  
land Islands).

CAPT. FLETCHER

From R.C.

No. 1054

Date

April 4

1918

Replying to No.

Date

19

"The Executive Committee of the Argentine League pro Return of the Islas Malvinas (Falkland Islands) has sent the following communication to the President of the Republic:

His Excellency the President of the Nation:

Trusting in the high and patriotic ideals inspiring the conduct of Your Excellency, the young men of Argentina send, through our intermedium, their congratulations to you for the policy of neutrality which you have sustained, and hope for your moral support in the work they have undertaken: to protest before the world against the usurpation of England concerning the dominion of our islands, the Malvinas.

The undersigned, genuine representatives of Argentinism, communicate to Your Excellency the foundation of the Argentine League pro- Return of the Islas Malvinas, and believe that the time has arrived to remove the insult to our nationality which has lasted eighty-five years. We aspire to raise the flag of our country, which has been trodden into the mud by the colonists of those islands, and place it once more on the highest tower of the old fortress there.

We are sure that Dr. Hipólito Irigoyen will uphold the movement which we have commenced, as all others which show true love for the Republic, and we salute Your Excellency with our most profound consideration and respect.

The communication is signed by the following: Carlos Capenberg, Ricardo López Muñoz, Eduardo Torello, Lucio Leandro Alem Agustin Revello, Samuel A. Benavente, José Rafael Torello, Graciano Gorosondo, José M. Oliveira, J. M. Granello Posse, Oreste Taina (hijo) José Mendilaharsu, Emilio Boullosa, Ricardo Lozano, Alberto Jorge, Manuel Mesurado."

The above article was published in "La Union" on April 3, 1918. "La Union" is the German newspaper published in Spanish in Buenos Aires.

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[See Letters of Instructions to Military Attachés.]

MAJOR C. H. HANSON

MAY 13 1918

OFFICE OF THE MILITARY ATTACHÉ

WASHINGTON

WAR DEPARTMENT

Noted. J. M. D.

REC'D M.I. B. C. C. MAY 3 1918

SUBJECT Discrimination in Transportation of German Merchandise

between Argentine River Ports, and Action taken by Argentine Govt.

From R.C.

No. 1087 Date March 27 1918

Replying to No. Date 19

The German Chamber of Commerce in this city, recently directed a protest to the Argentine Government a propos of the refusal of the "Compañía Argentina de Navegación Mihanovich" to transport goods for German firms or "black-listed" concerns. Special mention was made of the blank forms furnished by the Company wherein a declaration as follows had to be signed:

"It is herein agreed that the merchandise transported shall not be consigned nor transferred to any person, society or company which is noted on the "black list" of Great Britain or her Allies. In case of infraction of this agreement the company reserves the right to return the merchandise to the port of embarkation, charging for freight on return trip and also exacting its payment before return of merchandise."

In the decree issued by the Executive Power the Mihanovich Company is ordered to abstain from placing obstacles to the free transportation of merchandise and passengers which may be presented or present themselves for transportation in accordance with laws and regulations thereon.

Further the company is ordered to suppress the clause given above from their blank forms as it implies a restriction to the liberty and freedom of commerce which the company is supposed to serve. In the body of the decree of the Executive Power it is stated that until such a time as special laws are passed with reference to transportation by water, the Navigation Companies come under the same laws and regulations as the Railway Companies. Article 35 of the R.R. law states that "all inhabitants of the Republic have a right to travel on the railways, etc." that "the transportation of merchandise shall be undertaken without preferences for anyone" "that the companies are obliged to receive whatever merchandise is presented for transportation". Hence, the Mihanovich Co. in refusing to receive merchandise simply for the reason that it belongs to Germans, inhabitants of the Nation, with equal rights to all other inhabitants, fails to fulfill the duties imposed upon it as a public transportation company. The last paragraph of the decree states that "Actions of this nature are not only contrary to the law, but are also prejudicial to the general interests of the country affecting it through one of the principal organs of its economy."

In reference to the above "La Union", the German paper published in Spanish in this city, comments very favorably on the action taken by the Argentine Government. Great satisfaction is manifested by the paper, and it states that the country's interests are thereby protected against foreign "abuses." It also says that "the terms in which the decree is written are just and severe, and are an honor to the Government signing it. Not only is it an efficient protection for all those who work in the Republic but also it is a lesson to the company, and to all those who confuse tolerance with submission."

In connection with the decree of the Executive Power the

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German Chamber of Commerce sent the following note of thanks to the Minister of Agriculture.

"The spirit of impartial justice which has guided the National Government in all its decisions relating to the influences of the war here had made us confide beforehand that efficient protection would be furnished for those interests illegally attacked and which this Chamber represents. We have great pleasure in taking this opportunity to reiterate to the Executive Power the intimate recognition of German Commerce incorporated to the economic life of this progressive country. The interests of the country itself are parallel to the free development of the activities of all foreigners without exception."



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STAFF  
WAR DEPARTMENT

RECEIVED  
JAN 15 1918

SUBJECT Trade relations between South Africa and Argentina.

MAJOR G. E. MARON

JAN 15 1918 (61)

From R.C.

No. 1108 Date April 15, 1918

Replying to No. Date 19

The following is from the Review of the River Plate, April 12, 1918. Buenos Aires.

"The transcendental military and political happenings of the day, throughout the world, naturally result in diminishing the public interest and attention which in normal times would be accorded to the more prosaic developments of mere commerce and industry. Still, commerce and industry are necessary for the maintenance of supplies and the furnishing of funds and credits. In this connection, we have recently learnt with some surprise of the rapidly growing importance which trade between Argentina and South Africa is assuming. We recorded some months ago the arrival in this country of a South African Trade Commissioner, Mr. Alwyn Zoutendyk. Mr. Zoutendyk during the course of a few months visit, was able to inaugurate a flow of business between this Republic and the "South African Union." He returned to South Africa and after a stay there of some months, occupied in successful business propaganda, he is back here once again to supervise the very important transactions which, by his initiative, are now taking place between the two countries. The volume of business which these transactions represent at this stage already exceeds half a million sterling. It is instructive to learn that South Africa has imported, or is in process of importing, from Argentina, the following considerable items: steel rails and accessories, 13,500 tons, value £300,000; boots, 24,000 pairs, value £15,000; leather to the value of over £30,000; freezing works by-products, such as bone-meal, dried blood, etc., to the value of £15,000; 10,000 casks of linseed oil; 20,000 cases of canned meat, value £45,000; locally manufactured chemical products; locally manufactured mattress wire, etc., and between 700 and 800 tons of wheat. Further, some 800,000 Argentine hardwood sleepers have been acquired, we believe. But the trade is not all one way. Argentina has recently been taking from South Africa, hessians to the value of £20,000, ostrich feathers, £2500, tea, lucerne seed, wines (French type), brandy and gin; and last but far from least, coal in considerable quantities for use on the railways. As a matter of fact, two cargoes of South African coal have arrived at the Port of Buenos Aires within the past few days, and we understand that there is a lot more to come as its use on railways is found very satisfactory. Thus almost unnoticed, quite an important trade has developed between two countries, who till recently were practically unknown to each other.

It is of particular interest to note, incidentally, the growth of Argentine industries to an extent that permits of manufactured goods such as boots and semi-manufactured goods such as leather, being exported on a comparatively large scale. The market for Argentine boots and leather in South Africa appears to be a splendid one. Already Argentine representatives of these in-

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dustries have visited and are visiting South Africa on behalf of their factories, with entirely satisfactory results for business. Both Argentina and South Africa are to be congratulated upon the rapidly expanding trade relations which the foregoing details indicate. It is interesting to note that several Argentine manufacturing firms should have been so enterprising as to send special representatives to South Africa to procure orders. This has been principally the case with regard to boots and leather. We understand that the South African Government are showing special attention to those Argentine business representatives, with the view to making their visits of the greatest mutual profit to both countries. Much credit for the notable progress in trade between South Africa and Argentina is due to the capable Trade Commissioner whom the Government of the Union sent to this country. Mr. Alywn Zoutendyk is directly responsible for the bulk of this new and growing trade, having, indeed, intervened personally in the principal transactions. With undoubted business ability, Mr. Zoutendyk combines tact with energy, with the result that his dealings, not only with Argentine traders and industrialists but also with Argentine Government Departments, have been cordial and effective. To this his fluent knowledge of Spanish has contributed greatly."

\*. The steel rails referred to are old worn out material which is exported to Africa in exchange for coal.

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Military Branch.

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WAR DEPARTMENT  
REC'D M.L.B. O.C.S. JUN 11 1918

**SUBJECT** Report on Railway Situation in Argentina--- Proposed  
campaign of Destruction of Railway Property.

MAJOR G. H. NAFON  
JUN 15 1918 9

**From** R.C.

**No.** 1144 **Date** May 6, 1918.

**Replying to No.** ..... **Date** ....., 19

(From an Italian source)

"Yesterday evening thousands of leaflets were sent to the interior of the Republic, inviting the railroad workmen, especially those of the Southern R.R. to proclaim a general strike.

I was able to obtain only one of these leaflets. It is written in the most violent terms. I transcribe below the part concerning the practical methods advised to obtain the results desired by the strikers.

The publication in question has made a deep impression on the Government. It seems that they worked all night at Government House to take the necessary measures to meet the situation. The police were ordered to prevent the committing of crimes mentioned in the leaflet in question. However if the police have not the necessary military forces placed at its disposal little can be done.

The general strike is announced for midnight between Sunday and Monday." (May 5-6).

Transcription of leaflet:

**"Practical measures.** During the shadows of the night and under cover of the darkness, we must begin to work. We must loosen rails, blow up bridges, break up culverts, remove fish plates, and loosen spikes so that trains may be derailed and whoever may be hurt little matters whether they have anything to do with this question or not.

The public is exactly the most important object of this measure. With its indifference it has legalized the infamous action of Companies and Government, without reflection for one moment that its security and the conservation of traffic is not insured by the Government or the companies, but by these obscure workmen, these nameless workmen, these striking workmen who they look upon with contempt, and whose demands, which are human and just, are made fun of and they are treated as bandits, pirates and seditious.

There are very easy means to operate individually if one has not confidence and assurances in other companions.

In a curve at the point where two rails join two pieces of iron are placed in the same way as the spike, or a piece of iron is adjusted at the joining and it stands out about 25 centimeters. Also at any place an ordinary chain is wound round a rail and fastened, and this will provoke a derailment. Also by digging under the line to one side with an extension of two to three meters and a depth of thirty centimeters a sinking can be produced. These methods are very easy and can be applied by one man alone. When more trains, more passengers, cargo, and animals are harmed so much the better so that our persons may be respected. The more engineers and stokers maimed or killed the better and we shall have less traitors

in our lines. Besides it must be taken into account that those injured after a few trains have been derailed will be obliged through fear to ask the companies to take back the workmen who have been dismissed, as security of traffic will be needed. LET US THEREFORE BRETHERN DERAIL TRAINS AND SOW TERROR AMONG TRAITORS AND TYRANTS."

Other systems of sabotage, such as incendiary bombs, petroleum, etc. are also spoken of.

**CONFIDENTIAL**

Section: C-3

No. 81484

NAVY DEPARTMENT  
OFFICE OF NAVAL INTELLIGENCE

WASHINGTON (Date:) July 1, 1918.

OFFICE CHIEF OF STAFF  
ABU:RHP BRANCH  
EXECUTIVE DIVISION  
JUL 10 2048 34 1918  
WAR DEPARTMENT

TO: Naval Operations.  
Far Trade Board.  
United States Shipping Board.  
Department of Commerce, Bureau of Navigation.  
N. I. B.

MAJOR O. H. MASON  
JUL 5 1918 189

Source: Press.

Subject: Acquisition of Foreign Steamers by Argentina -  
BAHIA BLANCA, etc.

LA PRENSA May 2, 1918.

The BAHIA BLANCA negotiations being finished, it appears that the Government is on the point of acquiring other German and Austrian steamers found in Argentine ports.

Yesterday, according to maritime circles, it was assured that negotiations on the part of the Ministry of Marine are already well under way for the acquisition of the steamers SEVILLA (German), 5,158 Tons, in Puerto Belgrano; SEIDLITZ (German) 8,608 Tons, interned in the Military Port (Bahia Blanca), and the HOLGER (German), 5,585 Tons, anchored in Rio Santiago.

It is also stated in the same circles that the Government has started negotiations for the purchase of the fine Dutch transatlantic steamer HOLLANDIA in port here for sometime due to various reasons.

LA RAZON (Evening Paper) May 2, states that the Agents of the HOLLANDIA deny any possibility of the ship being bought by Argentina.

"La Epoca" B. A., Apr. 24, 1918.

S. S. BAHIA BLANCA.

The cost of the ship can be covered by two round trips to North America, based on the rate of 50 Arg. Gold Pesos per ton, as obtained already for Government ships.

The Bahia Blanca is to carry coal and general merchandise to the Argentine.

Repairs are to be hurried as much as possible.

Outside of the favorable opinions emitted by professionals, the President has received the most optimistic reports from the principal shipping firms in the country.

The report of the commission designated by the Secretary of the Navy embodies the following information:

The general condition of the ship is good; it will have to be overhauled, cleaned and painted, as it has been idle for four years. A double bottom was gone over and found to be in good condition; the others have water as ballast.

There are considerable damages in the principal machinery.

**EXHIBIT**

-2-

some of the parts being completely useless.

The vessel can be repaired in the country. The repairs can be effected within six months, but with a special effort they could be finished in about a month less.

It is estimated that \$300,000 Pason Paper would cover the work of repairing and painting, but it would be better to authorize a greater expenditure of account of the constantly increasing cost of labor and materials.

Buenos Aires, with its greater facilities, would be the best place to make the repairs.

The original cost of the vessel may have been a million pesos gold, but the present situation would make it permissible to give it a valuation of two million pesos gold, judging by the rate of "forty pounds Sterling per ton of cargo" fixed by the Allies as the price for new ships. It should be noted that the Argentine Government is the only possible buyer.

The price mentioned in the previous paragraph would suffer an immediate decline as soon as the War ends, due to tonnage that would be available.

In case the vessel is taken over, it would be advisable to take advantage of its being in dry dock by scraping and painting it before it is brought to B. A.

The Captain of the "Bahia Blanca" says that if he receives authority from the German Government he will indicate the exact location of certain parts of machinery that are missing, which would diminish the amount of work and cost of repairs.

The steamer "B.B." was constructed in 1910; gross tonnage 9,500; maximum speed 13.5 miles; two engines, triple expansion, each 2,000 indicated HP.; 80 rpm., consumption per day's run of 24 Hours 88 to 70 tons; capacity of coal bunkers 1,500 tons; 130 cabin passengers can be carried; 4 boilers.

The cylinders -- high-pressure, medium pressure, and low-pressure -- in both engines, have been destroyed. The eccentric rods and "sector" are missing in both engines.

All the auxiliary machines, generators, refrigerating apparatus and boilers are in good operating condition.

The ship has a small workshop with machinery and tools sufficient for the needs of the vessel.

In acquiring the "Bahia Blanca", the President is following out his plan of forming a national merchant marine, this being one of his main endeavors, due to the precarious situation in which Argentina finds itself; the steady diminution of vessels calling here is seriously injuring industry in general.

If there is no complete cure for the situation, then there is at least some palliation that can be effected. Circumstances prove the inconsistency of Congress in having blocked the President's project to acquire the "Mojine Fluminense".

Let us hope that the acquisition of the "Bahia Blanca" is not only the first step to put in motion the tonnage interned in our ports, as can be done legally and to great advantage.

RECEIVED: M.B. O.C.S. JUL 5 1948

-3-

With these ships and those for which negotiations are going on in Spain and Japan, the desire for the formation of an Argentine Merchant Marine will be quickly attained.

LA UNION, Apr. 24, 1918., B.A.

The Argentine Government authorized purchase of German ship "Bahia Blanca" for 7,500,000 Swedish Crowns, equivalent to \$1,804,000 Arg. Gold.

300,000 Arg. Paper Pesos have been authorized, to put the steamer into condition to be used.

The vessel is to be incorporated as a national transport.

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REC'D. M.L.B. O.C.S.

WAR DEPARTMENT

24-5

SUBJECT Report on Construction of Boats in the Argentine.

JUL 24 1918

NOTED  
M. L. B.

From R.C.

No. 1189

Date

May 29

19 18

Replying to No.

Date

19

From "La Nacion" May 29, 1918.

"The most serious problem which the war has given rise to, undoubtedly is the crisis in transports, and consequently it is easy to understand that its solution has preoccupied those who have the future and prosperity of the country at heart. Therefore it is well to stimulate private initiative which contributes to solve the problem.

In the first place we must mention Mr. Manuel Mendez de Andes whose name is a tradition in shipping and in whose progressive brain one of these initiatives commenced.

Returning from a trip to Europe where he had visited some important ship-yards, and having conversed extensively with Captain Deschamps (the well-known captain of the Spanish steamer Infanta Isabel de Borbon) he conceived the idea of constructing vessels in the country, utilizing national woods for the purpose, and whatever other elements could be procured here for their construction. He soon found able assistants in the young engineers José Manuel Pirovano, Virgilio Piñero and Carlos Luis Tassier, who, much enthused with the idea, got right to work. Thus, an improvised ship-yard was started in the Tigre (prov. of Buenos Aires near capital) on the Lujan River. It was only 80 meters wide by 20 meters long, and in it was laid the keel of a wooden vessel which it is hoped to launch next month. The difficulties which the constructors had to overcome can easily be imagined. Everything was lacking---from machinery to workmen, and everything had to be improvised. However order was evolved out of chaos, and the fruits of their labor can now be appreciated.

Yesterday we visited the little ship-yard. On poplar stands (supports) and trunks of different kinds of trees, rests the hull of a schooner having perfect lines, and which in a few days will be floating on the Lujan. About 70 men are working there, personally directed by the constructors who are always there overseeing every detail.

The vessel gives the impression of absolute solidity. National woods exclusively have been used in its construction; of these woods preference has been given the "algarrobo" (carob-tree) the "vivaró", "pitiribí", "palo blanco" and "curupay".

The vessel being constructed displaces 670 tons, and the capacity of its holds is calculated at 500 tons approximately. It has a length of 135 feet, a breadth of 28 feet and a depth of 12 feet. It will have three masts but its operation will not depend exclusively on the wind. The sails will only be auxiliaries as it will have a motor of 120 H.P. with internal combustion and it is calculated that it will have a speed of from eight to nine miles an hour.

Another detail which impresses favorably is that the vessel has been constructed with the greatest care and almost looks more like a yacht than a cargo vessel---so beautifully is everything finished off.

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Executive Division  
Maritime Branch

The builders are really in love with their work, and though it is only an experiment yet it is the most important attempt ever made in the country. As soon as this vessel is finished they are going to try and build five more vessels of 1000 tons each. The keels of these vessels have been laid near the Arias canal on the same Lujan river and on a piece of land lent by the Central Argentine Railway. The ambitions and hopes of the builders do not end here. They have no doubt that in time they will be able to undertake the construction of steel vessels.

Messrs. Mendez de Andes and Pirovano with whom we spoke yesterday are devoting all their time and thoughts to this new industry and await the greatest success. They intend to sell the vessel under construction and the other five planned, but they hope in the future to be able to build vessels for the Argentine merchant marine.

Undoubtedly the news will be welcomed of the constitution of a construction company for building cement ships, and at present the yards are at Rio Santiago, in the Ensenada (near La Plata, Prov. of Buenos Aires).

It is a company that intends to increase their industries to a vast scale. They are beginning modestly and building preferably petroleum boats, and they state that they can build vessels of 1000 tons in about three months.

The company according to the manager intend to utilize as far as possible national elements in the construction of the cement vessels. It is stated that there is very good cement at Sierras Bayas (in the province of Buenos Aires).

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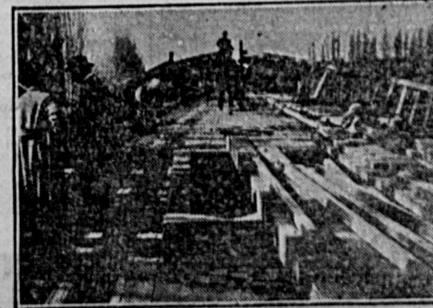
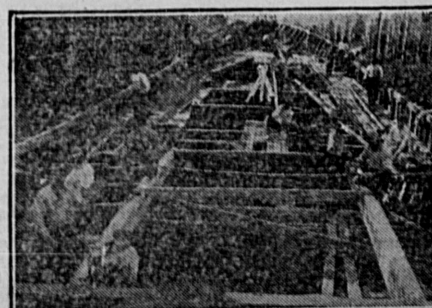
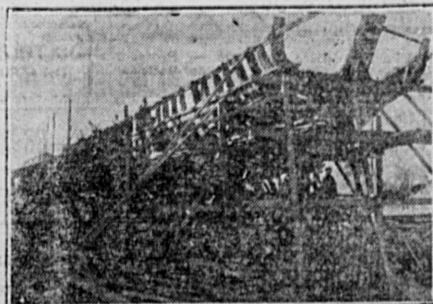
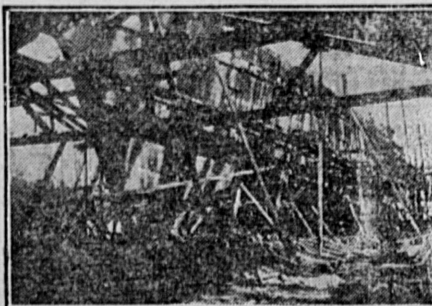
1918

Buenos Aires

WAR DEPARTMENT

LA NACION — Miércoles 29 de mayo de 1918

## LA CONSTRUCCION DE BUQUES EN EL PAIS — UN ESFUERZO MERITORIO



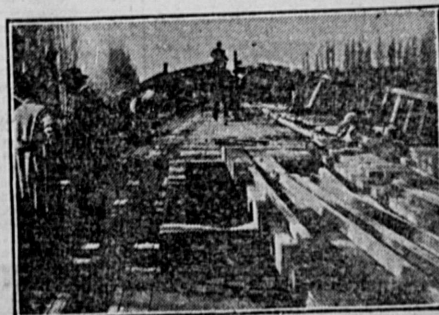
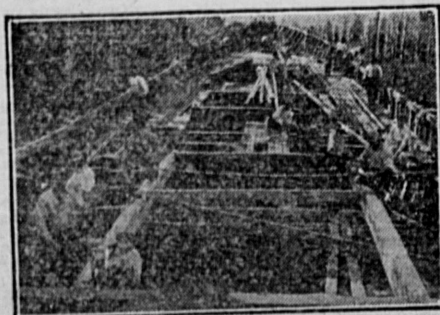
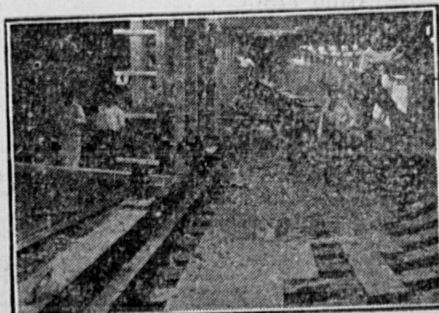
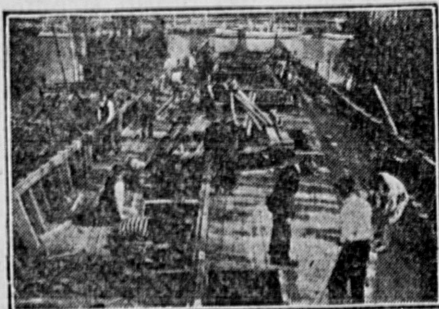
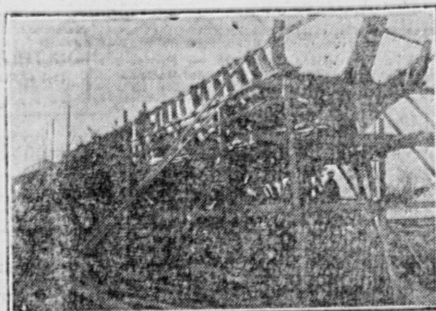
Diversos aspectos del buque en construcción

El más serio de los problemas planteados por la guerra es, fuera de duda, el que se refiere a la crisis de los transportes, y, en consecuencia, no es de extrañar que su solución preocupe constantemente a cuantos se interesan por la grandeza y prosperidad del país. Resulta, entonces, de justicia estimular las iniciativas privadas que contribuyan a atenuar los efectos de aque-

los frutos de una labor improbable y sin desmayos. Ayer visitamos el pequeño astillero. Sobre soportes de álamos y troncos diversos, descansaba el esbelto casco de una goleta de líneas perfectas, que no tardará muchos días en flotar sobre las aguas del Luján. Trabajaban allí unos 10 hombres, dirigidos personalmente por los constructores que se

cuyas quillas han sido colocadas en otro astillero que los mismos constructores han instalado frente al canal Arias, sobre el mismo río Luján, en un terreno cedido por el ferrocarril Central Argentino. Allí las cosas se harán en otra forma, porque las aspiraciones de los constructores no se limitan a los buques mencionados. Creen poder construir embarcaciones mayores y no

## LA CONSTRUCCION DE BUQUES EN EL PAIS — UN ESFUERZO MERITORIO



Diversos aspectos del buque en construcción

El más serio de los problemas planteados por la guerra es, fuera de duda, el que se refiere a la crisis de los transportes, y, en consecuencia, no es de extrañar que su solución preocupe constantemente a cuantos se interesan por la grandeza y prosperidad del país. Resulta, entonces, de justicia, estimular las iniciativas privadas que contribuyan a atenuar los efectos de aquélla, procurando, además, encauzarlas convenientemente, con el fin de que no se malogren.

Entre esas iniciativas, merece destacarse la que ha nacido en el cerebro de un hombre progresista y animoso que lleva un apellido que es una verdadera tradición en ese sentido. Hemos nombrado a D. Manuel Méndez de Andés.

De regreso de un viaje a Europa donde acababa de visitar algunos astilleros de importancia, y en conversación con el capitán Deschamps, del Infante Isabel de Borbón, sobre la falta de bodegas, concibió el propósito de construir buques en el país, utilizando para ello las maderas nacionales, y sin recurrir al extranjero. Encontró en seguida hábiles colaboradores en los jóvenes ingenieros José Manuel Pirovano, Virgilio Piñero y Carlos Luis Tassler, que, entusiasmados con la idea, se dedicaron de lleno a la tarea, sin que surtiesen efecto las frías desistencias que por todas partes escuchaban.

Fué así como en un astillero improvisado en el Tigre, a orillas del río Luján, de sólo 80 metros de largo por 20 de ancho, fué colocada a mediados de febrero la quilla de un buque de madera que se espera botar al agua en el mes próximo. Las dificultades que se vieron vencer los constructores son fáciles de imaginar. Allí faltaba de todo, desde las maquinarias hasta el mano de obra y todo fué improvisándose hasta llegar a convertir aquel baldío en una pequeña colmena, donde ya se pueden apreciar fácilmente

los frutos de una labor impropia y sin desmayos.

Ayer visitamos el pequeño astillero. Sobre soportes de álamos y troncos diversos, descansan el esbelto casco de una goleta de líneas perfectas, que no tardará muchos días en flotar sobre las aguas del Luján. Trabajan allí unos 70 hombres, dirigidos personalmente por los constructores, que se turnan constantemente, sin descuidar un detalle para que la obra resulte irreprochable.

El buque da la impresión de una solidez a toda prueba. Se han empleado en su construcción maderas nacionales exclusivamente, y entre éstas, se ha dado preferencia al algarrobo, vitaró, pitiribí, palo blanco y curupay, que reemplazan con ventaja las utilizadas en el extranjero.

El buque en construcción desplazará 670 toneladas, calculándose la capacidad de sus bodegas en 500 toneladas, aproximadamente. Tiene 135 pies de eslora, 28 de manga y 12 de puntal. Su armadura es de tres palos, pero su marcha no dependerá exclusivamente del viento. Antes, por el contrario, el velamen será elemento auxiliar: porque se instalará en el buque un motor de 120 HP. de combustión interna, que se calcula podrá imprimir una marcha de ocho a nueve millas por hora.

Otro detalle que impresiona favorablemente es la forma en que está concluida cada parte del buque, a todo costo y como si se tratara de una embarcación de paseo y no de un transporte de mercancías.

Los constructores están realmente enamorados de su obra, que, siendo la más importante en su género de las realizadas en el país, sólo constituye para ellos una especie de ensayo. En efecto, el astillero a que venimos refiriéndonos será abandonado tan pronto como el buque sea botado al agua. Para entonces se imprimirá mayor actividad a la construcción de otros cinco buques, de 1000 toneladas cada uno,

cuyas quillas han sido colocadas en otro astillero que los mismos constructores han instalado frente al canal Arias, sobre el mismo río Luján, en un terreno cedido por el ferrocarril Central Argentino. Allí las cosas se harán en otra forma, porque las aspiraciones de los constructores no se limitan a construir embarcaciones mayores y no dudan de llegar a las construcciones de acero.

Mientras tanto, este nuevo astillero está montado con elementos más valiosos, susceptibles de mejoras, pero que llenan, por el momento, los fines a que se destinan.

Los Sres. Méndez de Andés y Pirovano, con quienes conversamos ayer, así como los otros dos socios, dedican todas sus energías a la nueva industria, de la que esperan óptimos resultados. Piensan enseñar el buque casi terminado y los otros cinco a que hicimos referencia; pero tienen el propósito, siempre que encuentren apoyo de parte de las autoridades, de construir buques para la marina mercante nacional.

Ha de ser bien recibida la noticia de la constitución de una sociedad constructora de buques de cemento armado, que actualmente está instalando un pequeño astillero sobre el Río Santiago, en la Ensenada.

Se trata de una empresa que se propone desarrollar en vasta escala la nueva industria, si bien empezando modestamente, y que dedicará su preferencia a la construcción de buques petroleros, afirmando que podrá terminar embarcaciones de 1300 toneladas en plazos no mayores de tres meses. Se propone la empresa, según manifestaciones de su gerente, emplear la mayor suma de elementos nacionales en la construcción de los buques, especialmente el cemento que será argentino, existe de muy buena calidad en Sierras Bayas, en el partido de Olavarría.

LIEUT. CRISPELL,  
M.I.2.

OFFICE CHIEF OF STAFF

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WAR DEPARTMENT

RECEIVED JUL 18 1918

SUBJECT..... Report on Wireless in Argentina.

LIEUT. DAVIS,

JUL 23 1918

M.I.2.

THW 165

SECTION

From R.C.

24 CAPTAIN VIEWEG

No. 1192

Date

June 1

, 19 18.

Replying to No.

Date

LT. PIER,  
M.I.2., 19

The following data regarding wireless installation in the Argentine is submitted having been given me by a reliable source.

My informant is a British expert who has been requested by the Argentine authorities to conduct a test at the British Marconi station at Bernal for the purpose of reception of the mysterious wireless signals referred to in a previous report and cablegram by me. These mysterious signals are continuous or undamped waves. As soon as results are obtained I will be informed and this information will be sent by cablegram.

My informant states that the British wireless situation in the Argentine is as follows:

There are no British stations in operation in Argentina at the present time. At Bernal, a town near Buenos Aires, the Marconi Co. (British) has two towers 46 meters high. These towers were dismantled before the war as it was stated that this station interfered with the working of the wireless (National) station at the "Darsena Norte" Buenos Aires. The Bernal station formerly communicated with the Marconi station at Punta del Este, Uruguay, but the latter station was ordered dismantled by the Uruguayan Government owing to some disagreement between the Government and the Marconi Company. It seems that the Uruguayan Government wished the monopoly of the wireless in the Republic of Uruguay. At Punta del Este the wireless masts are now lowered to the ground.

At Veronica, on the coast of the River Plate, and directly opposite Montevideo the Marconi Co. have constructed quite a number of substantial buildings with the idea of some day erecting a powerful station. No masts, however, have yet been erected at that place and the apparatus of the Marconi system of a 5 KW set is packed up and in storage in the empty buildings.

Near the Darsena Sud (South Docks) of Buenos Aires the Marconi Co. has deposited in one of their warehouses another 5 KW set.

The two 5 KW sets just mentioned were to be sold to the Argentine Government and one of each placed at the cities of Tucuman and Córdoba. The transaction, however, has not yet been completed.

Of course the apparatus of the British steamers touching at this port are of the Marconi system. My informant is charged with the repair and inspection of these. He states that they are sealed by the Argentine Government during the stay of these ships at this port.

My informant gives me the following data regarding other apparatus in the Argentine:

At the National Wireless station (Naval) at the Darsena Norte, city of Buenos Aires, there is a wireless school. This school has a 5 KW Marconi set and a 3 KW Telefunken set. The Government installation at the Darsena Norte for transmission and

Binding Margin.

reception of messages consists of a 10 KW Telefunken set.

At the Campo de Mayo military reservation near Buenos Aires there is a 2 KW cart radio set (Marconi) and two pack radio  $\frac{1}{2}$  K sets, Marconi.

Informant states that the Germans now have a factory near Buenos Aires----at Velez Sarsfield--- for the manufacture of wireless apparatus.



AUG 13 1918 74  
 REC'D, M. I. D. O. 12  
 AUG 7 1918  
 N.Y. DEPT. 1918  
 LIEUT. J. J. HANSON  
 955-12

**SUBJECT** Report on Pro-Argentinism Association.

*From* R.C.

*No.* 1238 *Date* July 3, 1918.

*Replying to No.* *Date* , 19

The following is translated from "La Epoca" of June 28, 1918.

"A numerous group of young men have constituted an association of a nationalist and Americanist character. As will be seen by programme given below the plan of work to be undertaken is extensive.

The organizers hope to begin their task by the publication of an organ called 'Moreno'. The first public act of a collective character will take place on July 9th next, and will be a juvenile parade headed by all the flags of South America as a fraternal sign. Well-known orators will speak. Herewith the programme drawn up by the association:

1. To draw together all the patriotic entities scattered in the Republic.
2. To commemorate historical events of our country and establish the 'Annual Feast of Argentine Tradition.'
3. To encourage and assist art, science, industry and national commerce.
4. To create a popular nationalist library.
5. To fiscalize works of foreign authors in our country.
6. To nationalize the public debt.
7. To patronize reform of manner of obtaining citizenship papers.
8. Creation of a Nationalist Athenaeum.
9. Patriotic Congress of Young Men.
10. Publication of an organ of propaganda.
11. Constitution of representative committees of the Association in all the capitals of the interior.
12. To patronize and encourage any undertaking which signifies a nationalist principle: to obtain, to this end, the help of State and Press.
13. To organize patriotic festivals.
14. Constitution of a Tribune of Young Men.
15. Nationalist Legislation.
16. International point of view: a) intellectual interchange, also social and commercial between the countries of South America b) realization of a Congress pro-South American Peace. c) Solidarity in Patriotism."

3

LEUT. T. J. R. M. 12

REC'D, M. I. B., U. S. S. 5 1918

2048-58

**SUBJECT** Comodoro Rivadavia Oil Fields, Argentina.

NOTED: M. I. 2

**From** R.C.

**No.** 1282 **Date** July 26, 1918.

**Replying to No.** **Date** , 19

The following data was supplied this office by an American business man in Buenos Aires. (Mr. C. D. Middlebrook, Manager of the La Blanca Cold Storage and Packing Plant.) Mr. Middlebrook vouches for the accuracy of the data and states that it was obtained by one of his employees under date of April 9th. 1917.

**"COMODORO RIVADAVIA OIL FIELDS.**

**LOCATION:** Comodoro Rivadavia is situated in the South East Corner of Chubut, on the Atlantic Sea Coast, about 1250 miles from Buenos Aires, in latitude 45° 51' 41" South. The regular boats take from five to twelve days to make the trip, while the petroleum boats make it in 3½ or 4 days.

**PIER:** Ships calling at Comodoro Rivadavia are forced to anchor some distance from the shore, loading and unloading by lighter. The tank boats, however, are taken care of by a pier 850 meters long carrying a pipe line at the end of which is a flexible hose which is taken aboard the Tank. At the end of the pier there are 23 feet of water at low tide. The tanks anchor to a buoy in prolongation of the pier, therefor, the length of the vessel is immaterial. Unfortunately for the general public, this pier was built for the sole purpose of sustaining the pipe line.

**DISCOVERY OF OIL:** In drilling for water for the town of Comodoro Rivadavia, petroleum was discovered at a depth of 532 meters, in December 1907. This oil, which very much resembles the Mexican oil, is a heavy black fluid, of about the consistency of pine tar, has a specific gravity of 920. to 926, is high in asphalt and low in naptha and kerosene. This oil has a fuel value of 18,727 B.T.U. per pound as against 14,500 for bituminous coal and 15,700 for Pocahontas coal. (From analysis by H.H. Craver, Pittsburgh, Pa.) The oil is much used in its natural state as paint for fence posts etc.

**PRODUCTION:** From 1908 to 1911, 5 wells were drilled; from 1912 to 1914, 7 more; in 1915, 13 were drilled, making a total of 25, 21 of which worked during this year, giving a production of 75,900 cubic meters. At the present time, March 1917, there are 31 wells working, 7 not working for various reasons and 18 under construction, making a total of 56, 45 of which should be producing at the end of the year.

The production for 1916 is said to be 120,000 cubic meters, 30 wells working during the year produced an average of 4,000 cubic meters per well, making dail average of nearly 11 cubic meters. The average production for 1917 will probably be over 12 cubic meters per well per day, owing to improved methods and

Binding Margin.

the action of one well, N<sup>o</sup> 39, which at irregular intervals flows oil at the rate of from 500 to 600 cubic meters per day. (The action of this well is doubtless the cause of travellers telling that large quantities of oil go to waste.) Formerly some of this oil was lost, but little now gets away, the present storage capacity being 30,000 cubic meters.

The average well begins with a flow of about 100 cubic meters per day, which lasts for three or four months and gradually reduces itself to the general average of 10 to 15 cubic meters per day, and in the opinion of Mr. Christie, a Texas Oil man in charge of part of the fields, the wells can be made to produce an average of 20 cubic meters per day if properly taken care of. They do not screen the sand off and the wells thus become choked up.

COST OF OIL: The Government sells the petroleum at \$15.00 m/n per cubic meter to the railroad and private Companies working in the district, although in the opinion of Mr. Christie it costs about \$20. per cubic meter to produce.

TRANSPORTATION OF PETROLEUM: They now have 2 tank ships the "Waneta" and the "Ministro Ezourra" which carry 2500 and 2000 cubic meters respectively. These ships make from 2 $\frac{1}{2}$  to 3 round trips per month. The commission has ordered from the United States two more tank ships, one of 3,500 cubic meters capacity and one of 4,000. One of these ships should be ready at the present writing and the other within a couple of months. As the "Waneta" is a chartered ship, she will probably be dropped as soon as possible, leaving the Government with a carrying capacity of 9,500 cubic meters 2 $\frac{1}{2}$  or 3 times per month. Taking the lower figure, gives a carrying capacity of 23,750 cubic meters per month.

Taking into consideration 45 wells which should be producing at the end of the year, and allowing for a production of 15 cubic meters per well, which they have never yet attained, we have 45 X 15 X 30--- 20,250 cubic meters per month, some of which is used in Comodoro Rivadavia as fuel by the Commission and by the Railroad Company.

PRIVATE COMPANIES: Private companies in the district are too small as yet to be of any commercial importance, but one of them, at Kil 20 has its good prospects.

#### RELATIVE VALUES.

|                             |                     |               |
|-----------------------------|---------------------|---------------|
| 1 lb. of U.S. Petroleum     | has a fuel value of | 22,000 B.T.U. |
| 1 " Argentine " " " "       | " " " "             | 18,700 B.T.U. |
| 1 " Bituminous Coal " " " " | " " " "             | 14,500 B.T.U. |

1 cubic meter of Argentine Petroleum weighs 925 kilos.

In Russia and in the United States it has been found that 1 lb. U.S. Petroleum is equal to 1-8/10 lbs. of bituminous coal; however, 1 lb. of Argentine Petroleum is equal to 187/220 X 1.8 = 1.5 lb. of coal, therefore, 1 cubic meter Argentine Petroleum is equal to 1387 Kilos of Coal.

CONCLUSION: There is no doubt that this field will continue to produce increasing quantities of oil for some years to come, and there are indications that other fields will also be found in that part of the Republic.

However, it must be remembered that the Government at present, and for some time to come, has made adequate preparation for the transportation of the Petroleum. They will be unable to load outside vessels, unless such vessels have a preferential contract, and even then, long delays in loading are possible.

The saving due to the difference in fuel value is not as great as would at first appear, taking into consideration necessary changes in the plant for the burning of oil as fuel. The fact must also be taken into consideration that the Commission is in favour of raising the price of petroleum as the price of Coal goes up.

The above facts bring one to the conclusion that it would not be profitable for the La Blanca Company to buy a tanker



unless an exceptionally good contract can be made with the Government.

Chas. P. Ames.

NOTE:

The following data from Argentine Ministry of Marine is the status of oil production to date of December 17, 1917.

The Comodoro Rivadavia oil fields are State property.

The production of oil to October 1st, 1917 was 448,294 cubic meters. Production in the month of September 1917 was 13,875 cubic meters.

There are 67 wells in all, but at this date only 33 are in operation, the balance under repair or being completed.

2048-59

REC'D, M. I. B., O. C. S. SEP 5 1918 NOTED: M. I. Z.

SUBJECT Effect upon Argentines of the recent American military successes in France.

From R.C.

No. 1278 Date July 25, 1918

Replying to No. Date, 19

The recent splendid work of our troops in France has made a great impression upon many of the Argentine people with whom I come in personal contact.

There were no doubt many people here who thought our country would exert itself mostly with money and supplies and those who thought it impossible for us to become a military factor of importance in the European War.

The following is an exact copy of a letter (written in English) received yesterday from Captain Jorge Yalour of the Argentine Navy, and I quote it as an example of the attention the people here are giving to the American troops in Europe.  
"Buenos Aires, 24th July, 1918.

Colonel Smith,  
Military Attaché to the U.S.A. Embassy.

My dear Colonel:

For those of us, who have lived in the United States, and have been able to observe the strength, the iron will, decision, resolution and tenacity of the American nation, there was decidedly no surprise to learn of the behaviour of the United States' army in Europe's battle-fields.

I have deliberately waited a few days, so as not to be impressed by the enthusiasm of the first moment, and which after all might have been for movements without importance; but now that the victory of the Allies is pushing the teutons towards final rout, allow me, dear Colonel, to send you my congratulations and to repeat, that with Foch in command of the gallant Frenchmen and courageous Americans, victory will crown the efforts of those who know how to die for their country.

Your army provoked the smile of incredulity of many people; I, my friend, believed in its efficiency and did so for two reasons: 1) on account of the ways of being of the American, 2) remembering an old believing of the camp-people of my country, which says 'Young cow-boy without antecedents of courage or a good fighter, is more dangerous than a veteran cow-boy' and I apply it thus: the American army is not known in Europe, it is young, and therefore more dangerous than the veterans who sometimes rest on their laurels, which generally wither, because they grow too old.

Accept my congratulations, please convey my respects to Mrs. Smith, and believe me,

Yours affectionately  
(signed) Jorge Yalour."

Binding Margin.

[See Letters of Instructions to Military Attachés.]

Number of copies... 3  
Copy No. 1

CHIEF OF STAFF  
M. I. 2

OFFICE CHIEF OF STAFF  
Executive Division  
MIL. Int. Branch.

2048-70

WAR DEPARTMENT

REC'D, M. I. B., O. C. 3 OCT 29 1918

NOTED  
M. I. 2

**SUBJECT** A trip from Buenos Aires, Argentina, to Upper Paraguay. - Descriptive of Country, Transportation, Political Situation, International Affairs, German Influence, etc. etc.

From R.G.

No. 1369 Date September 21, 1918.

Replying to No. Date , 19

The following is a report of a trip to Upper Paraguay made during August 1918, by a member of a party of American business men. The report is submitted as presented to me.

**Journey** The International train, running from Buenos Aires, Argentina, to Asunción, Paraguay, leaves Buenos Aires on Monday of each week at 4:00 P.M. to Posadas, Argentina. The train is usually composed of an engine and tender, 1 freight-car, 1 baggage-car, 2 second class coaches, 2 first-class coaches, 1 dining-car, and 8 sleeping-cars. There are never more than twelve cars in the entire train, however, as the car-ferry over which the train must travel between Zárate, Province of Buenos Aires, and Ybicuy, Province of Entre Ríos, has a capacity of only that number.

Leaving Buenos Aires, the train pulls out of the Federico LaGroze station over the Ferro-Carril Central Buenos Aires tracks. This road is evidently used mostly as a connecting-link between Buenos Aires, and Zárate, Province of Buenos Aires, on the Paraná River. The line is single-track, very poorly ballasted, and poorly kept up. It is the usual broad-gauge line of English construction found in this country. The rolling-stock is sadly in need of painting and over-hauling, although it seems to be in fair mechanical order. Between Buenos Aires and Zárate there is one very dangerous spot where this line crosses that of the Ferro-Carril Buenos Aires y Pacifico on a grade crossing.

The country traversed by this line between Buenos Aires and Zárate is mostly occupied by small truck-gardens, occupying from one to ten acres, and worked by a good class of labor. The line is fenced with iron-wire (3 strands) strung on quebracho posts, for its entire length. Cattle-guards have been installed at all of the out-of-town crossings, and those in the cities are guarded by gatemen. The soil is very rich, and most of these small farmers produce crops during the entire year.

The journey from Buenos Aires to Zárate should take from three to four hours. Zárate is quite a manufacturing city. It is here that the Fenix Paper Company have their factory, also the Smithfield and Argentine Meat Company, the Anglo-South American Meat Company, and the Las Palmas Produce Company. Zárate is a city of about eleven-thousand inhabitants, and is 93 kilometers distant from Buenos Aires.

At Zárate the entire train, without the engine and tender, are run aboard a large steel ferry-boat for the trip across and up the Paraná River to Ybicuy, Province of Entre Ríos. This ferry is strongly built and apparently quite seaworthy, although not a new boat. The railroad cars are carried flush on the steel deck, there being three tracks running the entire length of the boat, each one capable of accomadating four cars.

Binding Margin.

The time occupied in the trip by ferry is approximately four hours, depending on the wind, and the current, which is still very strong at this low point on the river. The landing-piers at either end of the ferry are well-built and perfectly counter-balanced, being of concrete and steel construction, although at the Zárate end there is also a wooden trestle in use.

Arriving in Ybicuy, Province of Entre Rios, Argentina, at about 12:30 A.M. on Tuesday, the train is run over the line of the Ferro-Carril Entre Ríos to Concordia, Province of Entre Ríos, a distance of approximately 220 miles. This road is also single-track, broad-gauge, but has been kept up much better than any other part of the route travelled. It is fairly well ballasted, fenced with the usual three-strand iron-wire fence, with cattle-guards at all crossings. Heavy steel truss and girder bridges are in use over all of the larger gullies and streams, while reinforced concrete is used over the smaller ditches and brooks. The bridges all appear to be well-built, with concrete or brick foundations. The stations along the line are small and dirty, and very old. As there is very little traffic over any of these lines, there are practically no signal systems in use, although there is a telegraph line which runs along the right-of-way for the entire distance. The rolling stock on this railroad appears to be in very fair condition, although it is not very complete.

The journey from Ybicuy to Concordia takes about twelve hours, arriving shortly after noon on Tuesday. From Concordia, Province of Entre Ríos, to Posadas, Territory of Misiones, a distance of about 300 miles, the train runs over the line of the Ferro-Carril North-East Argentine. This part of the trip occupies approximately 18 hours, arriving at Posadas about seven A.M. on Wednesday.

The ballasting on this line is not as even as on the Entre Ríos, but otherwise the condition of the two lines are about the same. These two railroads run through a very productive country, the chief products of which are yerba mate, maize, tobacco, and oranges, although they also raise sugar, rice, vegetables, wheat, potatoes etc. There are also many cattle raised in this part of the country, although, in comparison to the numbers of cattle raised in other parts of the Argentine, it has very little significance in this respect.

Wood-fuel is used entirely by the lines over which the International train runs, and it is due perhaps to the numerous stops which must be made for fuel and water that the journey is not several hours shorter.

Upon arriving in Posadas, Territory of Misiones, Argentina, the train is again run on a ferry-boat to cross the Paraná River once more to Encarnación, Paraguay. The ferry in use at this point is much smaller than the one used at Zárate, having a capacity of only eight cars. It is also quite an old boat, although it has been well taken care of. The trip across the river, a distance of probably not more than a mile at this place, takes half an hour, due to the very swift current and to the many shifting sand-bars. The landing-pier at Encarnación, Paraguay, is built on a marine-railway, such as is used in the ship-yards for launching vessels, in order to facilitate its use in time of low water on the river. Consequently, the level of the pier, at such times, is very much lower than the level of the bed of the railroad. In order to surmount this difficulty, a heavy steam donkey-engine is mounted just at the top of the incline leading from the pier to the bed-level, and the cars are hauled off the boat and up the incline by cable.

Upon landing in Encarnación, Paraguay, the train is boarded at once by the customs officials, and all of the hand-baggage is inspected, while trunks and other baggage that may be in the baggage-car are sealed up to until the train reaches Asunción. The landing-pier is perhaps a mile outside of the village of Encarnación, Paraguay, where the train stops for about half an hour. In our experience with customs officials through-out the

Republic of Paraguay, we found them to be very courteous and quite efficient.

From Encarnación to Asunción, Paraguay, a distance of about 280 miles, the train travels over the line of the Ferro-Carril Central Paraguay. This road, built and formerly owned by English capital, was bought a few years ago by the Paraguayan Government. Since that time, it has steadily declined, until at present it is by far the most uncomfortable and unpleasant part of the journey. The road-bed is in poor condition, and the rolling-stock has been allowed to run down. Recently the Government has been making some attempt to repair and renovate the road-bed. There are gangs working on various parts of the line, laying new ties and re-ballasting the road, and, if they keep working, there is no reason why this particular stretch should not be put in first-class condition. The stations are in need of painting and repairing, although they are well-built and serviceable.

It is unfortunate that such a condition should be allowed to exist, as the country is very picturesque, and could easily be made attractive to travellers. The land is very rich and productive, and many cattle are raised on the ranches through which the railroad travels. The trip from Encarnación to Asunción, Paraguay, takes about fifteen hours, the train arriving about 10:00 P.M. on Wednesday.

During my stay in Asunción, the Capital of Paraguay, Government Officials I had the good fortune of meeting several of the Government officials. Dr. Franco, the President of the Republic, seems to be very well liked throughout the country. When he was elected in 1916, people predicted a revolution within a short time. Since then, however, he has surprised every-one by his capability and foresight in handling the affairs of the nation. Its finances are in much better condition now than they have been for some years.

Dr. Ayala, at one time Minister of Finance in the Republic, and later Paraguayan Minister to Washington, D.C., is at present occupying the post of Minister of Foreign Relations. He is a most agreeable gentleman to meet, and he speaks very good English. He professes to have great admiration for the United States and its actions in the present conflict. Dr. Ayala is spoken of very highly among all of the business interests of the country, both Allied and native, and he is regarded as being the probable candidate for President at the next election. He told me in conversation that, while there are great numbers of Germans and German sympathizers in the country, the actual attitude of the higher class of the Paraguayans is one of sympathy toward the Allies, but particularly toward the United States. In a speech he made at one of the luncheons given us in Asunción, he made a statement to the effect that, as the Republic of Paraguay is a very small and weak country, surrounded on all sides by larger and more powerful nations, it is natural and to be expected that Paraguay should feel friendly toward the United States as the protector of their liberty and rights. He stated that, as long as the United States had the Monroe Doctrine, the best policy that Paraguay could possibly adopt and hold toward the United States would be one of friendship. He also stated in a private conversation that the policy of Paraguay toward the United States was that of benevolent neutrality; and that, as Paraguay could lend no more assistance by joining the United States in the war, she was ready and willing to lend her resources in order that the United States, as an exponent of Freedom and Justice, might be victorious. In my opinion, Dr. Ayala, personally, is very sympathetic toward our country and would gladly see Paraguay break relations and declare war against Germany, but he is evidently not yet quite strong enough to influence things that way.

Don Eduardo Schaerer, former President of the Republic, was also present at several luncheons and dinners given us during our stay in Asunción. Schaerer is of direct German descent, and was regarded as being pro-German. Schaerer himself told me that he had a son in Buenos Aires, Argentina, at the present time in the National University, studying scientific farming. He expressed the hope that his son, upon graduation from the University here, might go to the United States for a post-graduate course at the Sheffield Scientific School. He also said that he would accompany his son on this trip. As he speaks very little English, he is studying the language at the present time, with, he says, a view toward using it in the United States. Schaerer is a man about fifty years of age, with a very strong personality and character. He would make a staunch friend, or an equally formidable enemy.

Señor Mernes, the Mayor of the City of Asunción, is a very young man, but well educated and apparently very capable. He is, at any rate, very popular among the people of the city. He has travelled extensively throughout England and Europe, and lived for some time in Birmingham, England. He speaks English perfectly, with a hardly noticeable accent. He told me that he had never visited the United States in his travels, but that he hoped, upon the completion of his term as Mayor of the city, to make the trip to North America, as he has many friends there. In all of his statements he was rabidly pro-Ally, and he said that the German colonists and capitalists who have interfered in the affairs of his country have never done anything but harm. He spoke in this fashion on several different occasions, in the presence of Government officials and others who might easily have made it unpleasant for him had they cared to do so. He seemed to be quite sincere in what he said.

Various other Paraguayan officials mentioned at different times their great admiration for the United States and for her achievements in the present conflict. The Admiral of the Paraguayan Navy, who has only two ships under his command, expressed a desire that sometime he might have an opportunity of going through some of the Navy yards in our country, as he said, "to see the places and the men that are doing miracles toward the winning of the war."

Dr. DaRosa, the owner and editor of the Paraguayan newspaper, "El Diario", is strongly pro-Ally, both in his statements and in his newspaper despatches and editorials. He expresses great confidence in the United States and in their ability to win the war.

In talking with some of the American business men in the city of Asunción, as well as men stationed further up the Paraguay River, the general trend of opinion seemed to be that, among the more highly educated and better class of people in Paraguay, those who have kept in touch with international affairs, the feeling was not only strongly pro-Ally, but even more strongly pro-United States. Hon. Mr. Mooney, the United States Minister in Asunción, in private conversation with myself and other members of our party, himself expressed the firm conviction that such is the case. This opinion, he said, was based upon his entire stay in Paraguay as the United States Minister there. Mr. Mooney is very well liked, both by the natives of the country and by the Americans, and he is very popular among the Government officials.

In summing up my opinion of the apparent sympathies of the Paraguayan people in regard to the present war, I feel that I can hardly be too strong in the statements that I have made. These opinions are given, both from my own impressions gained during my short stay in the country, from the impressions of the various other members of our party, and the statements made by such American residents of Paraguay as I had the opportunity of meeting and talking with. While there are many Germans in the country, and there are undoubtedly some natives who are pro-German in their sympathies, they are keeping very quiet and making little trouble just now.

Upper Paraguay.  
Communications,  
Industries,  
Cattle and  
other  
Animal life.

Going further into the heart of Paraguay, by way of the Paraguay River, the sole means of travel is by river-boat. There are two lines operating passenger-carrying steamers above Asunción. One of these companies, known as the Mihanovich Line, operates two quite large and comfortably equipped boats, the

"Asunción" and the "Corumbá", running from Asunción, Paraguay, to Corumbá, Brazil, a distance of approximately 500 miles. These sister ships are 200 feet long, 30 feet beam, and 8 feet 8 inches draught. They are steel side-wheel steamers, built in England by W. Denny and Bros., Dumbarton, in 1906. Because of low water in the dry season of the year, these two boats are only run during part of the time. The other line, owned and operated by Domingo Barthé, runs one steel side-wheel steamer carrying passengers, between Asunción and Puerto Max, a distance of about 250 miles. This ship, the "Anita Barthé" is about 150 feet long, 25 feet beam, and six feet draught. Because of her shallow draught, she is able to make the run to Puerto Max the year around. The trip from Asunción to Puerto Max should take three days, providing that the ship does not run on one of the numerous shifting sand-bars, which are such a bane to river navigation.

Our party made the trip from Asunción to Puerto Pinasco, which is about seven miles down the river from Puerto Max, and on the opposite side of the river. The steamer we travelled on, the "Anita Barthé", leaves Asunción every Saturday afternoon at 5 P.M., stopping at many of the little settlements along the river to unload the small shipments she may carry, and to take on fire-wood. All of the boats run by steam on this part of the river burn quebracho for fuel. This is a native hard-wood which is very plentiful and much cheaper than coal.

The principal stop made between Asunción and Puerto Max is at Concepción, which is about mid-way between. In this place the government have a wireless station located on the outskirts of the village, and about three miles back from the river. Concepción has a system of well laid-out streets, although they are not paved. It also has one fair hotel, run and owned by a Frenchman; a couple of banks, several commercial houses, and various stores.

We disembarked from the "Anita Barthé" at Puerto Pinasco, which is the location of the recently completed quebracho-extract plant of the Central Products Company, of New York, and also of a large cattle-ranch belonging to the same firm. The company have constructed and equipped, during the last year, the largest quebracho-extract plant in Paraguay. At this plant they will manufacture large quantities of the extract, which is so valuable during these times, for the tanning of leather. It is perhaps needless to say that this plant has been completed under great difficulties, owing to the war, and great credit is due for its completion. It might be said that the supply of quebracho in the "chaco" or forests there, is almost inexhaustable. The only cost is that of cutting and hauling to the narrow-gauge logging-railroad which the company operates. The wood-pulp left after the extract has all been removed, is used as fuel in the furnaces that run the plant.

There are many other beautiful hard-woods growing in this country, although there does not seem to have been any attempt made to place them on the market. The manager of the Central Products Company showed us fifteen different varieties of native woods, all of which had been highly polished. They seemed to compare very favorably with the woods we use at home in the manufacture of furniture, and for other purposes where it is necessary to obtain a very high finish. It would seem to me that if these woods could be placed on the market, they would find a large demand, and they are certainly very plentiful in the forests of Paraguay.

During our four days stop in Puerto Pinasco, we had an

opportunity to go over a small part of the immense ranch belonging to the Company, which they are using entirely for cattle-raising. This section of the business, which is run by Mr. Charles Campbell, might well be taken as a model, even in the United States. At present, he has about 35,000 head of cattle on the ranch. The company is constructing a large canning plant at San Antonio, about twelve miles below Asunción on the River Paraguay. Upon the completion of this plant, the cattle will be shipped down the river from Puerto Pinasco to San Antonio on barges. At San Antonio the beef will be killed, dressed, cooked, and canned for export.

At Puerto Pinasco, the company has installed its own electric-lighting system, its own telephone lines, which run back from the river into the woods for a distance of about forty-five miles; it has built twenty-five miles of narrow-gauge railroad line, and has constructed a substantial pier on the river. They have had to construct corrals, using for this purpose the quebracho cut from the land cleared in building some of the workmens' houses. They have also built concrete houses for their managers on the property, and have laid out an orderly system of streets.

Both along the Paraguay River proper, and along the small streams or "riachos" draining into the river, there are numerous alligators. These alligators range in size from two to twelve feet or more. They may be shot either from the river-steamers, or from small boats. The native Guaraní Indians kill many of these animals with spears and bow and arrow. The skins may be purchased for almost nothing in the city of Asunción, an ordinary skin, six or seven feet long, uncured, being worth about thirty cents United States money. These skins make excellent leather, although it is not used for this purpose in Paraguay.

There are also many edible fish in the river, although there are no shell-fish. Different varieties of these fish may be bought in the markets very cheap.

A short distance back from the river, there are tigers, (a species of the cat family about the size of a leopard and marked like a tiger), armadillos, carpinchos, ostriches, parrots, quail, doves, and a few deer. The tigers are often quite troublesome on the ranch, as they kill the young colts and calves for food.

River  
Transportation  
between  
Asunción,  
Paraguay,  
and  
Buenos Aires,  
Argentina.

The return trip from Puerto Pinasco to Asunción was made on the steamer "Corumbá" and took about 45 hours. This is about the usual time, always provided that the sand-bars can be avoided.

Journeying on down the river from Asunción, Paraguay, to Buenos Aires, Argentina, we left Asunción on Thursday morning at about seven o'clock, on board the steamer "Guarani" of the Mihanovich Line. This ship is also a steel side-wheel steamer, of 1800 gross tons, 340 feet long, 34 feet beam, and 17 feet 7 inches draught, built in 1908 by A. & J. Inglis, Ltd., of Glasgow. She is supposed to make the run from Asunción to Buenos Aires in three days, and the return trip in five. There are at least four other passenger-carrying ships belonging to this line on the same run; the "Washington", and the "Londres", sister ships of 2670 gross tons, 292 feet 6 inches long, 45 feet 1 inch beam, and 11 feet 2 inches draught. They are triple screw steamers, built in 1906 by Gourlay Bros. & Co. of Dundee. The other two ships on this run that I know of, and belonging to the Mihanovich Line, are the "Berna" and the "Bruselas", also sister ships. They are of 2310 gross tons, 265 feet 2 inches long, 37 feet 1 inch beam, and 10 feet 4 inches draught. Both steel side-wheel boats, they are well fitted for river navigation. They were built in 1911 by A. & J. Inglis, Ltd., of Glasgow. Making a rough estimate, I should say that these boats would be able to carry from four to five hundred troops, according to their respective sizes.

The Barthe Line has also been running one passenger-carry-



ing vessel between Buenos Aires and Asunción, the "Formosa". This ship has been purchased within the last two weeks by the Mihanovich line, so that they now have a complete monopoly of passenger-carrying navigation on the river Paraguay from Buenos Aires to Asunción. The "Formosa" was built in 1911 by the Dundee Steam-boat Co., Ltd. of Dundee. She is 215 feet over all, 32 feet 1 inch beam, and 8 feet 6 inches draught. She also is a steel side-wheel steamer, of 1085 gross tons.

This entire fleet of steamers is well fitted for river navigation such as is encountered between Buenos Aires and Asunción, but they would be extremely uncomfortable in any kind of a seaway. There are also several cargo-carrying steamers running between Buenos Aires, and Asunción, and others which continue the run from Asunción on up the Paraguay River to Puerto Max and beyond. As there are no railroads from Asunción into the heart of Paraguay, Manufacturing plants further up the river must be entirely dependent upon this river navigation for their supplies and imported materials. The passenger steamers are capable of carrying very little freight because of their shallow draught and the amount of room given up to passenger accommodations and crew's quarters. Several of the firms operating on the Paraguay River above Asunción have bought their own freight-carriers and do the greater part of their own freighting. It is said that the Mihanovich Line will not be accommodating unless it suits their own convenience, which is very seldom.

In addition to the wireless station mentioned as Wireless } having been seen in Concepción, there is another Stations, } station of practically the same type in Asunción, Paraguay, } which is also under the control of the Paraguayan Government, and operated by them. This station is set up in back of the city of Asunción, and down the river, in other words, to the south-east of the city proper. The aerial is of the "Umbrella" type, supported on a steel tower about 200 feet high, which is in the center, and at the ends by steel posts about 35 to 40 feet in height. The operating house is built of concrete, close to the central tower. The grounds are apparently fenced in completely, and I understand from questions I asked that the public is not admitted on the grounds.

In mentioning the commerce and the commercial possibilities of Paraguay, I wish to state that most of our party, myself included, came away in Paraguay. from there with the impression that the Paraguayan people and their Government will not only welcome American enterprise and capital, but will be willing to go more than half-way in an effort to meet them. The Mayor and other officials of the city of Asunción, whom we had the pleasure of meeting, said they were willing to make several concessions to American firms who will undertake the task of giving to the city, a water supply; sewers; telephones; better electric-lighting facilities; better tramway service; and who will accept the contract to pave the streets. As the city is at present without either water-mains, sewers, or telephones; and the electric-light and tramway service are very poor; not to mention the condition of the streets, it would appear to me that this one city alone would go a long way to prove the wonderful opportunity that exists for American interests in this practically undeveloped country.

RECEIVED M. I. 2.

OFFICE CHIEF OF STAFF  
Executive Division  
M. I. 2. Branch.

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REC'D, M. I. B., O. C. S. OCT 29 1918.

WAR DEPARTMENT

SUBJECT Argentine Pro-Ally League(Interventionist)

OCT 31 1918

From R.C.

No. 1335 Date August 29, 1918

Replying to No. Date, 19

The above league has sent the following letter to various Allied business houses in Buenos Aires:

Buenos Aires, Aug. 29, 1918.

Sir:

We have the honor of addressing you in the name of the Argentine League Pro-Allies Interventionists with the object of requesting your pecuniary assistance, either in the form of one donation or by monthly subscription in order that this league may be able to continue with propaganda begun on April 26th last (date of its foundation) in favor of the intervention of Argentina in the world war making common cause with the Allies.

We say "so that this League may be able to continue with its propaganda" for the reason that it is virtually paralysed through lack of resources, and nevertheless has great need of making known its thought on international affairs of great present importance.

The League has carried out its programme gradually (copy of which attached) within the modesty of the resources within its reach and a proof of this are the recent and important public acts which took place through its initiative in honor of the United States, France and Belgium, besides having obtained the sanction from the Chamber of Deputies to make the 14th of July a national holiday. It has also published pamphlets and manifests in large quantities making known its adhesion to all Allied acts which have taken place in Buenos Aires during recent months.

We hope that you will be able to appreciate duly the reasons given above and in consequence will give us your pecuniary assistance destined to maintain a campaign which has as an object the dignification of the Republic, and is also in defense of its moral and material interests, present and future.

The honorary president of this League is Dr. Alfredo L. Palacios and the Executive Board is composed of Messrs. Santiago E. Noceti, Arturo C. Porben, Nello F. Crivelli, Armando Cesaretti, Roberto Repetto and Andres Repetto.

Anticipating our thanks for the assistance that you may lend us, we salute you with the greatest consideration.

Secretary.

President.

# TRANSLATION OF PROGRAMME

1° To carry out an active propaganda in all the country, auspiciating the intervention of the Argentine Republic in the world conflagration, for it is a historical tradition, based on Democracy and Justice and present and future interests, which should logically unite it with the Allied Nations.

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repudiating therefor all contact with the Central Empires of Europe, which have violated all rights and all international guarantees.

2° To establish relations with all Allied centres and pro-Allied ones in the country, and with similar institutions existing in the American nations especially in Brazil and Uruguay.

3° To cooperate in the propaganda for War Loans of Allied Nations, in the manner considered most convenient.

4° To organize assemblies and popular manifestations in honor of the peoples of the "Entente" as also manifestations of solidarity and sympathy towards them.

5° To propagate by means of lectures, pamphlets and publication the great ideals of the Allied Peoples who are fighting against the Central Empires.

6° To carry out charity entertainments for the Allied Red Cross and the Argentine Hospital in Paris.

7° To auspiciate any initiative tending to diffuse in the Republic the high finality of the present war as a war of liberation.

8° To emphasize a profound liberal sentiment, contrary to the reactionary and anachronic aspirations of the Vatican, a centre of felony and international treason.

9° To join Argentine intellectuals who, as representatives of the most capable, cultured and intelligent class of the Republic, made common cause from the very beginning with the Allied countries and

10° To carry out commemorative acts of the Revolution of the 25th of May 1810 and of the men and events that founded the liberal and democratic tradition of the Republic from Mariano Moreno to Almagro.

Secretary's office Lavalle 1161-----Buenos Aires.

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NUMBER OF COPIES, /

NAVY DEPARTMENT

OFFICE OF NAVAL INTELLIGENCE

WASHINGTON (Date:)

OFFICE CHIEF OF STAFF  
TFJ:ED  
NOV 4 1918  
2048-84  
1918  
WAR DEPARTMENT

Section: B-1.

No. 1009.

TO: State (Economic Section, Foreign Trade Advisor)  
War Trade Board (Bureau of Foreign Agents)  
Military Intelligence Division  
Operations.

Source: Reliable.

Subject: Recent Strike in the Port of Montevideo.

The following three successive reports, dated September 10, 1918, upon the recent strike in the port of Montevideo, have been received by this Office from a reliable source in Buenos Aires:

I September 4, 1918:-

"Although many men have resumed work in the port of Montevideo during the past two weeks the strike situation is far from settled. It will be remembered that the original port strike which was initiated on the 28th of July last, was considered settled when an increase of 20% was granted to laborers receiving less than 450 pesos per month and 15% to those receiving up to 80 pesos. But instead of things assuming their ordinary state of affairs the port workers again went out, this time in sympathy with the employees of the three large coaling companies, namely, Wilson Sons, Braga, and Mann George.

"The Government finally lost its patience with the (port) men and notified them that upon a certain date they would begin to fill the places of the strikers with other men, should the strikers not return to work. The men held out and gradually since that time other men, and some of the old ones, were secured until at the present time about two thousand men are at work in the port.

"The original list of stevedores contained some 600 names. During the strike some 300 outsiders were taken on. The government now has notified the original men that they would be taken back. These, however, demand that the three hundred outsiders be dismissed as otherwise there will be 900 men on the list instead of 600 thus cutting the earning capacity down by one third - that is the earning capacity of the individual. The government so far has refused to turn out the three hundred men, and the strike continues.

DESPATCHED  
NOV 10 05

#2

"The Argentine Maritime Federation has taken sides with the local labor organization and in an endeavor to aid them has attempted to boycott the port of Montevideo, with rather serious results. Among other things mail service as well as passenger service between the two ports has been practically discontinued. Some passengers and mail have been transported by transoceanic steamers which happened to call at both ports. A rather serious incident occurred when the Italian delegation was brought over from Buenos Aires on September 1st on the steamer LONDRES. Upon the arrival of the vessel the committee of the Argentine Maritime Federation which also was on board,--and for the purpose of exercising vigilance to see that no one not belonging to the Italian delegation travelled on the steamer,--forbade the Uruguayan Port authorities to board the vessel when she docked at Montevideo. This nearly caused a scandal and the local administration cabled to Buenos Aires to obtain permission from the Argentine labor organization to board the vessel. Naturally the government here has been sharply criticized for its pusillanimous stand in this matter.

"Although the labor situation here is most complicated, the forces at work are so obscure that it is generally believed that some hidden influences are at the bottom of the trouble. It has been variously suggested that the whole trouble is due to politics or to German propaganda and money. Although there are many persons ready to state that they know the latter to be the case no one can come forth with any proof thereof. The most plausible reason for the original strike is that it was caused by the high prices and comparatively low wages. The causes for the continuation of the strike are less simple. It is quite true that during the strike new complications set in resulting in new demands by labor, some of which have not been met and for which they continue to hold out. But apparently the turning point of the whole situation at one time was the issue between the coal companies and their labor. With a situation so serious it seems very strange that no one, not even the government, attempted to investigate the trouble and try to bring about a settlement.

"It was learned but last week that the managers of the coal companies claimed that the labor union of carboneros --(coal workers) had never presented their demands, and because they had not done so there was no question under dispute. This seemed so utterly ridiculous that the writer went to the CERRO and had a conference with the officers of the union. They claim that they sent a delegation on July 29th to the coal plant to present their demands and that the superintendent refused to have any-

#3

thing to do with them, thereupon they returned and never attempted again to present the demands. The resulting situation was that for a month and a half the coal companies were tied up at least in a large measure the managers not knowing the demands of their employees and the employees not knowing the attitude of the managers and no one attempting to settle the difficulty, with the result that the whole labor situation as far as the port is concerned has been adversely affected.

"The writer conferred with the coal managers and found that Mr. Pepper, manager for Wilsons Sons, and leader as far as the action and attitude of the three companies is concerned, does not want to treat with the workmen who are out on strike. He claims that for the time being he has sufficient labor and assumes the attitude that he does not want to be 'dictated to by labor'. In the meantime it was arranged that the list of demands of the union should reach the hands of the managers. As Mr. Braga, manager of Braga Coal Company, admits some of the demands are not unreasonable.

"In the meantime the President of the Republic sent word to Mr. Pepper by the chief of police that he should take back all his former employees. Mr. Pepper stated that he had sufficient workmen and refused to accede to the demand. The chief of police then stated that the President would order the protective guard stationed at the deposits to be removed. Pepper was obstinate in his attitude. The police protection has been removed.

"It is not now a question of whether the coal companies have sufficient number of men to carry on their work, but it is a question of whether it is possible by assuming a reasonable attitude on the part of the coal companies whether or not the whole strike condition cannot be ameliorated. The least that the managers can do is to meet representatives of the strikers, listen to their demands and see if some understanding cannot be reached. As two of the coal companies are Ally firms and the other professes to be strongly pro-Ally and as they are handling coal for the Allied Navies it would seem that the managers should set personal pride aside and make a reasonable attempt to remedy the present intolerable situation.

II. September 6, 1918;

"The principal stumbling block in the way of a settlement of the port strike was overcome when the coal companies accepted all the demands of the carboneros (coal workers). Although this was thought to be the only question in dispute

#4

between the coal companies and their labor, it was learned today that the firemen and sailors (foguitas and marineros mensuales) employed by these companies must be taken back before the labor questions of the coal companies can be considered settled. There are twenty of these men and they went out on strike in solidarity with the other port workers, all of whom went out to aid the carboneros of the coal companies.

"As there are but twenty men in question it is quite likely that agreement can be reached, such as the taking back of these men and giving those who have taken their places employment elsewhere.

"The work in general in the port is daily improving, yet persons cognizant with port affairs claim that the port is working but forty percent of normal. The following questions, along with the one just mentioned, are still to be settled according to the claims of the Labor Federation:

1. With the Administration of the Port - the discharge of newly employed men now at work and the taking back of all former employees.
2. With the Minister of Public Works - relative to the suspension imposed upon the crews of the 'Delfin' and 'Questas' and the readmission of all the personnel.
3. With private companies - the readmission of all the personnel.
4. With the Native Products Companies (barraqueros) - readmission of the peons and the drivers who went out on sympathetic strike.

"It is claimed that the Administration has taken a firm stand on the first two points and that the private companies now have a sufficient number of men. The latter statement however is probably not correct since goods are not moving normally.

"The Federal Council of Labor here further claims that the carboneros of this place must also first reach an accord with those of Wilson Sons & Co., in the Argentine who have struck in sympathy with them. However assurances were given this morning that the carboneros of the 'Oerro' (coal companies here) were entirely satisfied with the conditions accepted by the companies and were now returning to work as work developed.

"Although the most vital question for Uruguay today, the real issues of the strike have received very little attention or at any rate no proper attention from the Government, which has apparently neglected to make a study of the situation, and

whose investigations & if there have been any - have been barren of results. The coal companies have made generous concessions, - concessions which they made from patriotic (pro-Ally) motives alone; now it would seem that it is up to the local government to take such steps as may be necessary to put a stop to present conditions, especially since it was the Government that put it up to the coal companies that their refusal of the demands was the principal obstacle to a settlement. These demands have been met in full and now it remains to be seen whether the Government can settle the differences existing between it and the workmen.

"Mr. Sampoharo, jefe politico and chief of police, has been fully advised of the situation and the concessions made. Mr. Sampoharo has been handling the situation in behalf of the President.

"Dr. Buero, acting Minister for Foreign Affairs, advised the writer today that about two weeks ago a man approached several storekeepers with whom he left orders and payment for 500 rations, giving the addresses of those to whom the food was to be sent - families of men out on strike. When asked his name the man disappeared and the police have found no trace of him. Many high officials are of the opinion that there is probably German influence and money behind the strikes. Some investigations have been made but as yet no proof to that effect has been established.

"Mr. De Simone, of the firm of DeSimone and Piaggio, important brokers, stated that day before yesterday 4000 pesos arrived in Montevideo for the Labor Federation coming from German sources in Buenos Aires. This information has been turned over to local officials.

"A man named Diego Brouwer, who represents himself to be official delegate or commissioner from the Buenos Aires federation of carboneros and laborers in general has been here for some time and is very active. He called upon the American Minister in company with three representatives of local labor organizations for the purpose of assuring him that no Germany money or influence was behind the strikes.

"Diego Brouwer is said to be a Hollander, having emigrated as a child. In appearance he is quite German, fairly tall, blond, blue eyes, ruddy complexion. The police are now investigating this man."

### III. September 10, 1918;

"With the acceptance of the demands of the coal laborers by the coal companies at Montevideo the way was cleared for a general settlement of the port strike. The Government gave way to the demands of the Labor Federation to the extent of consenting



to take back all strikers, to withdraw the decree suspending operations of the dredges, and promising an adjustment of the matter of the crews of the 'Cuestas' and 'Delfin'. The strikers desisted from their demand that all new labor - those taken on during the strike - be discharged. However, one of the leaders stated that they had a tacit agreement with the President that the new labor would be gradually let go. The Port Council is firmly opposed to any such step.

"There remained to be settled one or two points with the coal companies, such as, admitting the old men (strikers) to work on an equal basis with the new men and the taking back all the marineros, some 28 in number. These two points have been agreed to. A further point is that the marineros and foguistas demand that they all be taken back. The companies refused to this as they claim that when taking on the new men they promised that the work would be permanent. It is hoped that this can in some way be overcome or that the old men will find other employment and be contented.

"Although there was some slight difficulty at the port yesterday, it was of no great moment and practically all the old men found employment. Today it is believed that all the old men as well as the new will find work and that the work in the port will regain its normal activity.

"Whether the strike is so settled that it will remain settled is, of course, impossible to state since there are still a few points unsettled that may cause friction.

"It should be added that the Frigorifico Artigas were induced to take back two men, a condition demanded by the Federation.

"By taking proper measures, the Government, it is believed, can prevent the recurrence of the recent conditions. It was generally admitted that the port workers were underpaid before the strike - yet, in spite of the fact that this condition had existed for many months - the authorities were in no position to meet the situation when the time came. This lack of preparedness led to the complications which resulted in the tying up of the port of Montevideo for over one month and the resultant great losses to the Allies shipping and in fact to everyone concerned."

ROGER WELLES

By direction.

REC'D, M. I. D., O. C. S. DEC 18 1918

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Military Division  
State of Branch

MEXICO, M. I. D.

WAR DEPARTMENT

SUBJECT MANIFESTO OF THE NATIONAL COMMITTEE OF YOUNG MEN  
ARGENTINA.

From R. C.

No. 1442 Date November 5, 1918.

Replying to No. Date, 19

In a session held on November 4th by the National Committee of Young Men it was decided to issue the following manifesto and give it the widest publicity possible:

(Translation)

"The policy of neutrality has created a situation for the Argentine Republic which affects its decorum and diminishes its prestige as a nation before the civilized world. We are no longer a people with ideals of liberty and justice who, to prove same, have carried out magnificent undertakings and undergone heroic sacrifices. Neutrality gives us a different aspect. We appear as a country indifferent to the catastrophe which overtook humanity and foreign to the sentiment of its own dignity. This is the result of that incomprehensible neutrality which the Government has undertaken contrary to popular desire as manifested in memorable occasions and thereby proving that the vote of Congress was supported. Thus we became isolated from the Allied Nations and today we are alone.

The National Committee of Young Men, which on account of the plots of the German Minister in Buenos Aires started and directed the most vast current of Argentine opinion, today renews its patriotic campaign and submits to the collective conscience the grave problems which arise from this position: Who are those directly responsible for the present events?

Should we make the Government alone responsible for having been obstinate in its deliberate and at the same time daring policy? Or, should we recognize that the people have not had the necessary cohesion and indispensable energy to impose the exclusive solution which was exacted in the supreme hour? The people rushed to the streets to demand the cessation of neutrality. In spite of this clear demand and the historical sanction of parliament, the Executive Power, which attributes to itself the absolute responsibility of exterior policy, persisted in its pro-German conduct. For it is this, in essence and in form, as indicated most categorically by the closing of the conflict with Germany and the sudden recognition of its diplomatic representation.

The Government has speculated with the antagonistic sides and has tried to take advantage of the uncertain results of the conflagration confiding in its crafty policy and in the efficiency of the contradictory acts which have constituted the groundwork of its plan and the bases of its procedures.

This has carried us to the moral disaster (ruin) of the country. For this reason the National Committee of Young Men propose to agitate anew the conscience of the people in order to demonstrate the real position of the republic which is not incarnated nor represented by a Government which does not carry out the will of the majority. Furthermore it signifies the injury of our historical ideals, which gave us, since the origin of our nationality a place in America and a social mission every

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time that liberty or right were in danger. This constituted the real foundation of our idealism and the permanent tendency of the Argentine spirit. We should show what it is by successive and immediate actions. Neutrality and those who inspire and apply it are foreign to the general sentiment of the majority."

The Manifest then adds that secret diplomacy may reserve very bitter surprises for us, and combinations or alliances with other nations have been spoken of---this, it says, may be even more dreadful than the policy of neutrality.

The manifest then continues:

"The Executive Power considers itself the only organ in relation with other countries, and in this shows itself similar to the German Empire the fall of which we are witnessing. It is an Empire whose people according to destiny were under the uncontrolled will of a master, who decreed peace or war as he thought fit, inaccessible to the censure of the representative bodies and deaf to the demands of the people. Thus as we are resolved to demonstrate that neutralism is an individual phenomenon and not an expression of the Argentine soul, we also affirm that the suppression of secret diplomacy and the creation of legislative control in the foreign policy is an urgent reform needed if we wish to save the country from complications which perhaps have already been woven by the tortuous handling of affairs characteristic of this Government which gave itself the pleasure of diminishing the decorum of the Republic and separating it from the nations fighting for the triumph of civilization and for the predominance of justice.

This is our intention in renewing the patriotic agitation and we proclaim it as our programme. The people know that we started our campaign free from party politics. We worked only as patriots, and we address ourselves as such now without taking into consideration political limitations or sects. We are Argentines and we speak to Argentines. We entered the ring at the time when national honor was outraged. We pursue our struggle in an even more sad position and we appeal to Argentine citizens in an effort to remedy it: we aspire that our country have once more its old position as a country of liberty and in the service of peace and justice which is being prepared for humanity by the liberating nations of the world".

The above manifest has been profusely distributed throughout the country.

M. I. O. C. S. JAN 21 1919

DEPARTMENT OF WAR

2048-97 E 02

WAR DEPARTMENT

NOTED: M. L. 2

**SUBJECT** Demonstration in Buenos Aires attending the Armistice.

COMBAT

**From** R.C.

**No.** 1476 **Date** November 22, 1918

**Replying to No.** **Date** , 19

The first (premature) news of the Armistice caused a veritable panic of excitement and celebration in Buenos Aires never before witnessed. The event was heralded by the sounding of bombs and sirens from the newspaper buildings and it appeared as though the entire population of 1,500,000 people made their way to the heart of the city.

It took very little time for the nationals of the Allied nations to gather in separate groups and parade the streets. These later assembled in the various cafés and hotels where there was speech making and singing of national airs.

The Italian colony was most noticeable in their rejoicing owing to their large number. Within an hour of the receipt of the news the city was a mass of color in the fluttering of flags from buildings and from carriages and automobiles. Thousands of Argentines joined in the demonstrations. At night special tables were reserved at the hotels and the singing of national airs and dancing continued until sunrise of the following day.

The final official announcement of the armistice reached Buenos Aires early on November 11th, when there was a repetition of the previous celebration which lasted throughout the week. "The Marseillaise" appeared to be the anthem best known to the Buenos Aires population and was continually played by the bands and sung by the people.

Practically every group of marchers made it a point to pass our Embassy where President Wilson was cheered. For one week through the day and night the sounds of "vivas" for the nations France, England, Belgium and Italy were heard. In the case of the United States it was always "viva Wilson".

On Wednesday November 13th the stores and banks were closed in honor of the monster demonstration which took place on that day. This manifestation was organized by the "Comité de la Juventud" (Committee of Young Men). This demonstration consisted of a parade of probably 30,000 people commencing at the Capitol and passing through the two principal streets, Avenida de Mayo and Calle Florida. The committee in charge of the demonstration is the one which from time to time has conducted an intense propaganda favoring Argentina's rupture of relations with Germany (see previous reports). The head of the column contained many prominent Argentine men. Throughout the demonstration the Argentine people made it a strong point to sing the Argentine National Anthem as frequently as the "Marseillaise" to show their regard for "Liberty" which word is the keynote of the Argentine hymn.

An unfortunate occurrence took place on November 13th in front of the Argentine newspaper "La Epoca" (the Government organ) as a result of which a few people were killed and many were wounded in a shooting affray.

Owing to the dense mass of people in the vicinity during

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the parade and the attending panic following the shots the authorities have not yet been able to completely probe the affair and fix the responsibility. The mounted police charged into some of the people inflicting injuries through trampling of the horses, etc.

The story most current is that the affray was caused by some men in front of the newspaper office who took offense at a placard carried in the parade which criticised the Argentine Government for its policy of neutrality. It is said that a shot was fired at the bearer of the placard and reports go so far as to say other shots were fired from the window of "La Epoca". The injured of course were innocent manifestants or onlookers and a storm of indignation has arisen. As a result of criticism by the English paper "The Standard" of "La Epoca" in connection with this affray the latter journal has entered a suit for damages against the former. The affair has aroused political feelings and is most unfortunate at this time.

On November 13th, 1918 the day set for the monster demonstration against the policy of the Argentine Government, many exciting stories went the rounds to the effect that the President and Minister of Foreign Relations had left the city for that day; that the troops at the large garrison at Campo de Mayo had been ordered shut up there; that the Government Arsenal was prepared to receive an attack; that a demonstration would be made in front of Government House. With these rumours in mind I made it a point to drop in at the Ministry of War which is in the Government House to size up the situation. I noted that the mounted police were so established as to prevent any large gathering within 300 yards of the building, also that a large group of officers of the Granaderos regiment in service uniform were within the building. This regiment is the President's body guard and exclusively under his orders. There is no doubt that the usual guard at the Government House was reinforced from one troop to a squadron. An officer of the General Staff informed me that this reinforcement was considered necessary. The police, foot and mounted, totalling 10,000 men were strategically posted throughout the city in case of trouble and this continued throughout the following week. I visited the vicinity of the German and Austrian Legations where I found strong police guards, and in the basement of the Austrian Legation I counted the rifles and accoutrements of twelve police stationed within the building.

During the demonstration of the 13th instant not a single soldier appeared on the street which confirms the report that the troops were mustered at their barracks. Aside from the occurrence in front of "La Epoca" on the 13th inst. the parade was orderly and no attempt at a demonstration was made in front of the Government House.

Owing to the Argentine Government's policy of neutrality--- there was of course no sign of beflagged public buildings up to the 13th inst. However on the 14th inst. the Argentine flag appeared on all the Government buildings.

That day the President decreed a public holiday throughout the Republic and the following is the decree:

"Having regard to manifestations which have reached the Government in the sense of declaring the 14th instant a Public Holiday, seeing that on that day institutions---both national and foreign---representing commerce, industry and finance, have decided to solemnise in a public manner, the termination of the war and the triumph of the Allies, and considering that: Whereas the universal event which puts an end to the great conflagration will bring about the establishment of Universal Peace under the Empire of Liberty, Justice and Right, the maintenance of which the Argentine Government supported and strove for, assuming during the period of the occurrences, all the responsibilities emergent from that attitude;

and whereas the war operations terminate, animated by the noblest spirit of humanitarianism which moves the victorious peoples promptly to attend magnanimously to the contingencies through which the defeated countries are passing; the Executive Power of the Nation decrees:-

Article 1. The 14th instant is hereby declared a public holiday throughout the Republic."

Throughout these demonstrations no violence against Germans or German property has been reported.

The demonstration proved beyond a doubt the sympathy of the great majority of the population.

However there must be taken into account the cosmopolitan population in this country.

The week was marked by many expressions of embarrassment on the part of leading Argentine people in that their Government had not taken side with the Allies---and among the other classes the President's name was coupled with the word "PELUDO" meaning "hairy one" or animal.